



messing about in **BOATS**

Volume 31 – Number 10

February 2014

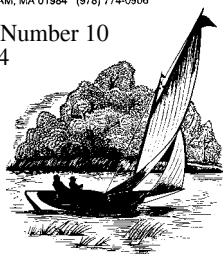
Special Features This Issue
Flying and Boating Compared
Lechlade to Schiermonnikoog
The Building of a 27' Tolman Jumbo Skiff
Dr Berry's Old Town – A Ship's Repair 1804
Building a Hollow Mast



messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 31 – Number 10
February 2014



US subscription price is \$32 for one year. Canadian / overseas subscription prices are available upon request

Address is 29 Burley St
Wenham, MA 01984-1043
Telephone is 978-774-0906

There is no machine

Editor and Publisher: Bob Hicks
Magazine production: Roberta Freeman
For subscription or circulation inquiries or problems, contact:

Jane Hicks at
maib.office@gmail.com

In This Issue...

- 2 Commentary
- 3 From the Journals of Constant Waterman
- 4 You write to us about...
- 7 Book Reviews
- 8 Flying and Boating Compared
- 10 Lechlade to Schiermonnikoog
- 15 Gators and Snakes on the Salt
- 16 Tofa
- 17 The Building of a 27' Tolman Jumbo Skiff
- 20 Tolman Skiff Kits
- 21 Renegade Part 5: First Sail in Low Wind
- 22 Dr Berry's Old Town
- 23 The Oldest Old Town Has Surfaced in Maine
- 24 Melonseed Sailboat Build: Part IV
- 25 Water Log
- 26 25 Years Ago in *MAIB*: The Yellow Rowboat
- 29 Arey's Pond Boatyard
- 29 Launching *Shorebird*
- 30 The Fleming Patent Thwartless Lifeboat
- 32 A Ship's Repair, 1804
- 34 From the Tiki Hut
- 37 Winter Greetings from Tumblehome Boatshop
- 38 The Bucket List: Part 14
- 41 News from CMBB
- 42 On Building a Hollow Mast
- 44 Sailing as Accessible Transportation
- 44 The Performance Model
- 45 Ambling on Enthusiasm
- 46 John Gardner Chapter TSCA News
- 47 Mainsheet
- 48 Motors
- 49 Sailboat Rudders
- 50 Phil Bolger & Friends on Design: Champlain 28
- 52 The Apprenticeshop
- 53 From the Lee Rail
- 54 Trade Directory
- 58 Classified Marketplace
- 59 Shiver Me Timbers



Commentary...

Bob Hicks, Editor

In all the years (31 closing in on 32) we have been turning out this magazine (664 issues as of end of 2013) I never gave much thought to fishing as being messing about in boats. Yes, I realized many who fish do so from boats, but I have always viewed this use of small boats as being simply transportation for the fisherman to reach his chosen fishing spot. To me the act of messing about with anything involves using it for its own intrinsic pleasure, not as a means to get somewhere to do something else. So it has only been occasionally that mention of fishing has appeared on our pages, usually in connection with someone building a boat in order to then go fishing. In those instances it was the building of the boat that I considered to be the messing about part.

In my own case I mess about paddling my kayak weekly in season with friend Charlie on protected inland fresh water streams and lakes. While we enjoy the ambiance the streams and lakes provide, natural surroundings and wildlife to be viewed, it is the act of paddling that keeps me going. The physical effort and the resultant motion of my kayak through the water is what keeps me coming back for more.

From time to time we encounter others indulging in fishing on these waters. I continue to be impressed with the high degree of technology that has been applied to the simple act of catching fish. An example was an outing on the Nashua River in northeastern Massachusetts. Access was a good ramp provided by Massachusetts State Fish & Game for those of the fishing persuasion (paid for by fishing licenses) to sally forth from in pursuit of their quarry. A large Diesel pickup was backed down the ramp to launch a quite spectacular metalflake "bass boat." On its transom was a mighty 150hp outboard with a dinky little trolling motor alongside for when they found where the fish were.

Well, the Nashua is a once upon a time industrial sewer for early industry that has been saved by efforts of concerned persons joined together in the Nashua River Watershed Association. With an eye to reclamation and preservation of the river's natural attractions, a recreational aim has been to attract human powered boats, canoe, kayaks and even racing shells from the Groton Prep School crew. To protect this hard won ambiance there is a

5mph speed limit imposed on many sections of the river, including the five miles we were going to enjoy between Groton and the downstream dam in East Pepperell.

So, the question came to mind of just how were these fishermen going to make use of that 150hp? Well, they were good guys and didn't roar by us at the top speed that that big motor could provide, they idled by, obeying the law. Later on we came upon them perched on swivel hi chairs casting for their fish as the trolling motor (electric in this case) trundled them along. I realize that probably these guys also went out on bigger waters where getting to the fish first was so important (before others beat them to it) that 150hp at least might be needed. I just didn't view them as messing about in boats.

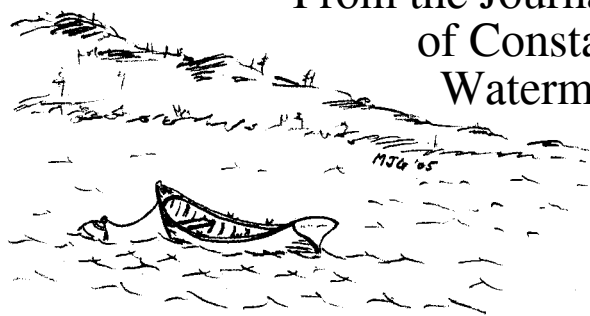
Another aspect of fishing that separates it from boating in my view is that it is coupled with hunting by the state, regulated by the Fish & Game Division of the Department of Conservation & Recreation, whose bureaucrats and enforcement officers (game wardens, yep, these sports have cops checking up on them) are paid for by licenses, which money also pays for many launching ramps, wildlife management areas (hunting grounds) and the wildlife raised to stock them every year prior to hunting season. In addition to paying to indulge in fishing and hunting they are also, in the case of those powered by motors, paying for boat registrations just as any of us who mess about in our boats must do if we use internal combustion motors.

Another circumstance that drove home to me that fishing was not messing about in boats is that of the Quabbin Reservoir in central Massachusetts, Boston's major water supply. The biggest body of water in the state, it is set in beautiful hills where in the 1930s three rural towns were flooded, the hills surviving as islands and peninsulas. As with most water supplies in Massachusetts there is no recreational boating allowed, human or wind powered included. BUT, one can fish in specified locations from a boat with outboard power (10hp max). You MUST have a fishing license and fishing gear even if you do not wish to fish. So to me this means that using a boat to fish from is OK but messing about in a boat for its intrinsic pleasure is not, hence the two are regarded officially as distinct activities.

On the Cover...

Payoff! This is the first time in 664 issues that fish have been featured on our cover. This is due to reader Dave Nolan sharing his story with us in this issue on building a 27' Tolman Skiff to go deep sea fishing with his buddies, one of whom shows off the payoff on the cover. It's a tale of considerable money and effort expended for the ultimate goal of catching fish.

From the Journals of Constant Waterman



By Matthew Goldman
Constantwaterman.com

Woke this morning to the same glum overcast, with forecast for heavy rains the entire day. As I need both potable water and ice, and have more noisome trash than my cabin requires, I tumble into my kayak at eight o'clock, and paddle the calm half-mile to the marina. I tied up to the single pier just astern of a graceful fifty-foot ketch with teak decks. Cayman Islands, it stated across her transom. As this marina has only moorings, the pier is reserved for transients and the marina's workboat and anyone who needs the use of a hose.

The harbormaster's shack had a padlocked door. I sauntered up the pier with my trash and spotted the ice machine, the dumpster and... a sailboat. She was blocked up on the shore. She had a full keel and graceful lines. A high, though tiny, center cockpit capped a lazarette stateroom and generous cabin. Massive teak railings and coamings declared her vintage. On her cabin trunk was a metal Chris Craft logo. Just the boat I've needed: another Chris Craft! I wandered around her; I saw the for sale sign. A Caribbean 35, built in 1972. Only \$11,500! She must be a wreck inside. I shook my head and continued to the dumpster with my trash.

"I don't need a sailboat," I told myself. "I just need a bag of ice." I accosted the ice machine, which flaunted its shiny padlock. I glared at it in hopes to change its mind, but this machine was used to dealing with flattery, fangless threats, and accusations. It haughtily refused to deal with me. I went in search of someone with authority.

Two men were chatting in the parking lot. I stood nearby until they had done their business. One got into his car.

"May I help you?" the other asked me.

"I need some ice," I told him, "and your ice machine won't cooperate."

"I'll fix its wagon," he said. He faced the machine and flourished a small brass object. After a summary incantation, the ice chest door flew open. Some people just seem to have a knack when it comes to mechanical things.

"I saw you looking at that Chris Craft sloop," he said.

"Who - me?" I said.

"Come on, I'll show you around her," he said. "I'm the broker." He stood a ladder against her and up we went. Of course, she needed work. That wasn't the point. Her accommodations were huge. She had more living space than most forty-footers. With a beam of eleven feet and over six feet of headroom, one could easily dance in her main salon. Her forward stateroom has a full head and shower. Her lazarette stateroom two quarter berths connected by a bench, a head with a sink, and a pair of generous port lights. Again, with six feet of headroom.

"If she were mine," the broker said, "I'd tear out those bunks in the lazarette and make a workshop back there."

"An office," I thought to myself. "A library; a writing room; a den." With a laptop computer connected to the wireless network, I could work from anywhere. With a boat such as this, I could sail to anywhere. Below the deck in the main salon lived a massive Perkins diesel. Generous water and fuel tanks lay elsewhere beneath the flooring.

"Her owner wants to dump her," the broker confided. "You can get her for less than he's asking." But do I really want another middle-aged boat? Undoubtedly, she'll need to be re-wired, re-plumbed, re-sanded and re-varnished. Her cockpit deck could double as a trampoline. Her hot water heater needs replacing, her instrumentation looks quaint. Her diesel engine may need a bit of rebuilding. The shaft may wiggle in its bearings. Who knows what lurks between her hull and ceilings?

But she's beautiful. And there's ample room to dance in her main salon.



Family Owned
& Operated
since 1953

Glen-L Marine Designs 60 Years Serving Boatbuilders Worldwide

- 300 Exceptional Boat Designs
- Row/Power/Sail
- 5-ft. to 55-ft.

Full-sized patterns & detailed phase-by-phase instructions enable anyone to fulfill their dreams

SPECIAL OFFER

- 288-page Book of Boat Designs
- Free Dinghy Plans
- Free Shipping

Send just \$9.95 to address below



"Not in my wildest dreams could I imagine this when I started the boat"
-Bob

I will NEVER build another boat unless it's a Glen-L design."

-Kevin



"Your plans for the Amigo are remarkable. Very complete & accurate."
-Mark



Glen-L Marine • 9152 Rosecrans Avenue/MA •
Bellflower, CA 90706 • 888-700-5007
Online Catalog: Glen-L.com/MA



You write to us about...

Activities & Experiences...

The Gundalow's Season

Thank you to everyone who has supported the Gundalow Company! Since the launching of *Piscataqua* on December 11, 2011, she has had two successful seasons during which she has hosted over 150 field trips with more than 3,200 students and conducted more than 400 public sails with over 9,100 passengers. If you haven't had a chance to sail with us, join us in 2014!

The Gundalow Company, Portsmouth, NH, (603) 433-9505.



Adventures & Experiences...

Great Articles

That was a great article by Joseph Ress in the December issue about the 26' motor whaleboats. It brought back lots of memories of those boats. I worked two years in the Portsmouth, New Hampshire, Navy Yard boat shop during 1940 and 1941 when we were gearing up for WWII building 20' submarine launches, 36' torpedo retrievers and the 26' whaleboats. I worked almost exclusively on the 26 footers setting up framing, planking, building bulkheads, seats, bulwarks engine beds, fitting the great bronze shaft log, installing 26 copper buoyancy tanks and lots of other jobs.

We had a great bunch of boat builders, mostly from Amesbury, Portsmouth, Seabrook and other localities around here. I carpooled with five men from my Dover, New Hampshire, area. Jack Brooks, our leading man, was a real gentleman who never had to raise his voice to get things done.

On January 2, 1942, I transferred to the boat shop in the Mechanical Division of the Balboa Branch of the Panama Canal and worked on all kinds of boat repairs, canal launches and ferries and whatever else needed a woodworker. One job was converting a 26' motor whaleboat into a sailing yacht for an admiral in the Chilean Navy. It was a handsome boat but no 12 meter to windward. I'd like to hear more of Joe's adventures.

Another article in that issue, "Memories of *Alcina*," raised a mystery for me. The author (who was not credited) mentioned sailing with me from the Isles of Shoals to

Portsmouth aboard my cutter *Starcrest*. I'd very much like to reach him to tell him that I am still sailing at 97 and that *Starcrest* is undergoing a refit in Lunenburg, Nova Scotia, with a new owner.

Ned McIntosh, Dover, NH

(*Editor Comments:* We have since been able to put Ned in touch with the author.)

Missing Hugh Ware

Being the last of my family to serve in the Merchant Marine (1944-1952) I miss Hugh Ware. I started small boating in 1945, gave our *Corondo 27* to the Sea Scouts, then gave the rest of my boats away last year, but just finished a Payson Pirogue so it's now on to paddling come spring of 2014 at age 87.

Hubert Guthrie, Wanaque, NJ

The Smith Curse

The Barnegat sail and I have an interesting history. That is where I had the incident that won me the sunken plunger award. It is also a sail cut short one year by the failure of a simple piece of wood. As Pete was holding it at the time, I kid him that he broke it.

For the record, I've had several very uneventful and very nice sails on that outing. Last year's effort was a bit weird and a bit embarrassing. I cut it short and went back to the dock due to a leak. I had a small hole in the transom and water continually trickling in from it. It seemed a tad bit peculiar that once I started the motor and ran under power the leak stopped, but playing it safe seemed a good idea and back to the dock I went.

Once *Asryda* was on the trailer I pulled her partway up the ramp and looked for water running out. None came. There was no visible hole outside to match the hole on the inside. I pulled her up into the parking lot and pondered. Didn't ponder long as a couple in a melonseed were at the dock and looked like they needed a hand, which I was happy to lend. I believe their names were Bill and Sue and I doubt her sunburn has healed yet. Shortly after they got settled and left, three club members came with a keeled Typhoon to launch at the ramp. That was challenging and entertaining. It also consumed some time.

As it turned out, a couple of days passed before I got into my boat to check the leak and found something so embarrassing I likely turned a red that would equal Sue's sunburn. What I thought was a leak was an optical illusion. I had a dead bug stuck on the transom about an inch above the floor. I also had a little water in the bilge which was not expected, but I had hooked everything up the day before and perhaps there was a small shower during the night. Perhaps it was splash through the centerboard truck. The twin keels provide adequate lateral resistance and I only put the board in when the splash gets heavy, as it did that day or when I'm going hard to windward. I think my award winning capsizes was caused by that centerboard, which is really a dagger board hitting something, and I'd rather that not happen again.

At any rate, when the water sloshed on the bug, it retained a little and when the water sloshed away from the bug, a steady stream flowed from the bug. It sure looked like a leak. Turned out to be the Smith Curse surfacing again.

John Smith, NJ

Early Retirement

I am retiring one year earlier than expected (I had originally planned to take full retirement at the end of 2014) and will be closing down Labrie Small Craft on December 31 of this year. I would need my longstanding ad discontinued at the end of December as well. Please know that advertising in *MAIB* has been most worthwhile for me.

Building and restoring boats has been a blast and I will continue to do so, just not for others. This will, hopefully, give me more time to do some long planned things, including, it is hoped, writing the occasional article for *MAIB*!

Paul Labrie, Exeter, ME

Shore to Shore

We're close hauled on the wind, rail down and perched on the tilting edge of water and sky miles to windward on a single tack, east to west, shore to shore. Whitecaps flash in the sun on the rolling blue horizon. With every dip and rise the how wave washes the deck and spray flies into the curve of the sail that scythes the sky.

When we fetch the western shore, we tack in the shoals, ease the sheet and raise the board for the broad reach back, west to east, a loping, galloping rush, tearing along the shore in the turquoise shallows, chasing our shadows across the sand, shore to shore.

(Art and words inspired by the glorious sailing on Crystal Lake at the Melonseed Skiff Midwest Rendezvous).

Roger and Nancy Rodibaugh, Melonseed Skiff #463, *Three Cheers*, rjrodibaugh@comcast.net



Information of Interest...

What's Going on at Star Island

There are lots of interesting things going on out here on Star Island in the Isles of Shoals off Portsmouth, New Hampshire.

For example, we are now offering sailing excursions from the Oceanic Hotel, we are considering adding a boat building conference to our list of annual offerings, we are in the process of converting from diesel power to solar energy to provide power and hot water for the Island, we are working on ways to open the Island and its facilities to visiting sailors, and the list goes on.

One area of recent expansion has been the acquisition of recreational vessels for our staff use in their free time. This program has really added to the otherwise amazing summer experience for many and has opened them up to the exciting world beyond the pier. This has largely taken place through the donation of boats and gear to our non profit corporation.

Presently the fleet consists of a 14' Amesbury rowing/sailing skiff, built at Lowell's Boat Shop, and a Cape Dory Typhoon. In addition, our staff last season completed construction of a traditional Banks dory of local oak and pine. We have also just received a gift of a 12' fiberglass skiff in need of some rehabilitation, but ultimately very serviceable as a tender and safety vessel for use in Gosport Harbor.

It occurs to me that there could be others out there with interesting small rowing, sailing and power vessels who might be willing to donate them to a good home, where they will be used and enjoyed by many, in exchange for a tax deduction. We are willing to accept boats in need of some work and are able to carry it out. I personally have over 35 years of experience owning and maintaining classic sailboats and have built a number of small craft.

We are especially in need of a small four cycle outboard motor, rowing/sailing boats of wood or fiberglass construction and a sailing rig for a small dory. Other marine related donations will be gladly accepted and used on the Island or sold to benefit the marine program. All donations will expand our marine recreation program for seasonal staff and support the Island as a regional maritime treasure. Transport can be arranged. Star Island is a 501(c)(3) not for profit corporation.

Jack Farrell, Island Manager and Director of Facilities, Star Island Corporation, Isles of Shoals, NH, starisland.org

Information Wanted...

Looking for Nathaniel Bishop

It's been a number of years (I hesitate to consider how many) since we communicated about paper boats. I remember when *MAIB* published as a series, *The Voyage of the Paper Canoe*, you published a short piece on the history of paper boats ("19th Century Paper Boats") in the November 15, 1988 issue. In any case, I just got a piece of fan mail from a *MAIB* reader saying he read this piece in the latest issue ("25 Years Ago in *MAIB*" in November issue—Ed). Have you perhaps caught up with my paper boat web site at <http://www.cupery.net?>

I have taken a hiatus from paper boater for a number of years as I ran out of leads and to some extent enthusiasm. My current

obsession is getting enough material for a short biography of Nathaniel Bishop, or at least an article or two. Alas, he's a hard person to track down. He was sort of in the second tier of famous, so not a lot of his letters were saved by anyone, etc, etc. More useful for this than it was in the 1980s!

I think I've exhausted most resources for Bishop. There are actually several caches of Bishop information, the best being in Toms River, New Jersey, where his family deposited a trunk full of Bishop material many years ago. I've spent several days there sifting through them, but they unfortunately are mostly letters sent to Bishop, not from him, and some extraneous material. If only he had kept a diary!

Trips to Cooperstown and Mystic allowed me to sift through the American Canoe Association materials available there. I'm currently on the track of some Bishop letters that are at the Cincinnati and/or the ADK Museum. Dan Miller was able to provide me with some old *American Canoeist* issues and some ACA yearbook items. So I have been getting help from friends and acquaintances.

And, of course, there is the internet. There are repositories of genealogical data, newspapers and real estate transaction available in abundance. I've got at least a foot of paperwork on Bishop in addition to some images, book references, and other stuff on my computer, so I immodestly think I'm pretty far along. Despite this I still find him elusive and so re-read his three books hoping that he will leap out of the pages more clearly.

Westinghouse and Paper Steam Boats

In my research I have found but two references to Westinghouse's interest in paper boats. Perhaps there are more? Can you help me? I quote a paragraph from the periodical *Paper World* of October, 1883:

"The Westinghouse Engine Company having made a special application of their engine for marine purposes, for which it seems peculiarly adapted, have built a number of boats this season which have proved to be very fast and have also made a number of heavy engines for towing and pleasure steamers, and their success in this line has induced them to try the experiment of having paper boats constructed, in which to introduce and use their steam engine which, although of comparatively recent introduction to the mechanical world, has already won for itself an established place in the front rank of the many steam motors now in successful operation.

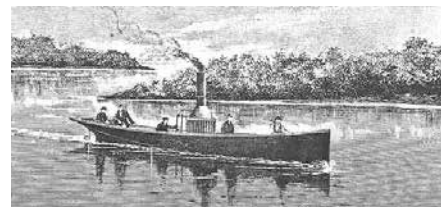
For test purposes an order was given to Messrs Waters and Sons for the construction of the boat, which we have just described. The special aim of the Westinghouse Engine Company, in this direction is, if possible, to build pleasure boats which shall attain to a greater rate of speed than any thing now known. All their boats thus far have been made of wood, and should the paper launch now in their hands prove to be a success in this respect and practical otherwise, of which there seems to be little doubt, a large demand will speedily be created for the construction of paper launches."

Meanwhile, the *NY Times* on 25 May 1883 notes that, "A Lansingburg firm has almost completed a paper steam boat for a Pittsburgh company. Its length is 20'. It has seating capacity for 25 persons and a carrying capacity of three tons. The sheathing is a solid body of paper, $\frac{3}{4}$ " thick."

This is fascinating stuff and perhaps a precursor to reports from 1891 of them build-

ing a prototype whaleboat for the Navy. The *Paper World* article has this illustration of the proposed paper steam launch. I suspect it may be more an artist's vision than reality, but then I'm still looking for information on the result of this experiment.

Ken Cupery 139 Roosevelt Rd, Rochester, NY 14618



Looking for John Black Lee

Joseph Ress' recent essay, "The Motor Whaleboat," brought to my mind John Black Lee who was (is?) an architect in New Canaan, Connecticut, who sailed for years in the Darien Sunfish Yacht Racing Association and was the commodore for a term. While he sailed he was often the man to beat. He was the developer of the "Super Sunfish," which had a jib headed sail on a tapered, one piece mast. I haven't been able to find him. He converted a motor whaleboat beautifully but lost it in a storm when it got stuck under one of the bridges to Cove Island in Stamford on the rising tide. CRUNCH!

I really enjoyed the cover photo on the latest issue. There appears to be four boats in the melee, although I can't make out the mast of the second from the left. "Skip" Etchells used to build Stars in Old Greenwich and I looked him up but he died a few years ago.

Garry Osborn, Denver CO

In Memoriam...

Sad News

I have sad news. The love of my life and one of your subscribers passed away on July 11 of this year. *Messing About in Boats* was one of his favorite magazines. I was able to enjoy it also because he read numerous stories from it to me. He also enjoyed your personal touch. Thank you for giving John so many years of pleasure.

Paula Hopping, Bethell, WA

Goodbye Sam

Sadly my brother Sam Overman died suddenly and totally unexpectedly from a massive heart attack, even though he was very healthy. My brother loved your magazine and spoke of it often. His love for boats and all information about boats was one of his many hobbies and probably his favorite. Your magazine, waterways maps and all things boats were everywhere in his house.

Jeannine O. Metzger

(**Editor Comments:** Sam was a frequent contributor in the '90s.)

Opinions...

Reality Building for Phil Bolger & Friends

After many years of reading "Phil Bolger and Friends" presentations of their designs, often with under estimates (in my view) of time and expense required, it is a pleasure to read that in the current project "SACPAS 3" the reality of boat building is described.

Messing About in Boats, February 2014 – 5

Building even a simple design takes time, usually more time than imaginable. PB&F has shown what it really takes and the reporting and accounting requirements of the government contract have driven home the truth. I hope PB&F learn from this exercise and use it to better serve their clients. In the future the time and cost of similar projects can be based upon experience rather than imagination.

Dan Pence, Portland, OR

It Certainly Wasn't Sailing

Enjoyed your take on the America's Cup fiasco in the September issue. It turns out it certainly wasn't sailing! I think the ghost of Sir Thomas Lipton would say, "If I'd known this was going to happen I would have quit trying way earlier!"

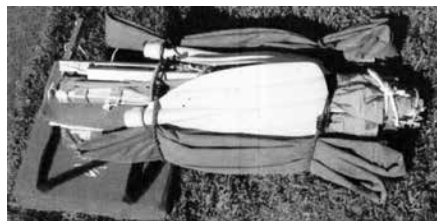
Edward Sprague, Solomons, MD

Projects...

Take a Look at My Pakyak Dart

My new Dart backpack folding kayak is now available, the boat weighing in at only 20lbs and the sail rig 5lbs. Here are two photos of it with lots more to see on my website at: <https://sites.google.com/site/jimheter/pakyak-page>.

Jim Heter, Sheridan, OR, jimheter@gmail.com



This Magazine...

Your Product is Superb

You're breaking all the performance records for both stubbornness and professionalism and your product is superb. I enjoy reading every edition of your real boating magazine, there's really no competition that I know of. May you have fair winds and a following seas in all your endeavors, you deserve them.

Tim O'Brien, Amherst, NH

Still Missing Former Contributors

I'm not sure how long I have been a subscriber, but it has been several years now and I still look forward to every issue. I miss the old contributions by Robb White and will surely miss "Beyond the Horizon" by Hugh Ware, but with you at the helm, I'm sure the quality of the content will continue as always. Keep up the good work.

Gary Searles,

Poetry...

I'd Love to Be at the Tiki Hut

Driving across MI Hwy 2
In the middle of the night,
I ain't had a shower all week,
My BO's out of sight.
The snow is falling harder
And the road is covered with ice.
I wish that I was some place
Warm and sunny and nice.

I wish I was anyplace but here,
Down at the Tiki Hut
Sipping a nice cold beer.
Laying down some varnish
Or planing some pine that's clear,
I wish I was anyplace but here.

That's how I make my living
Driving the Dutchmen's truck.
It don't take a lot of skill,
I mostly hope for luck.
They say be an owner operator,
That's the way to take,
But the owner of the "Flying Dutchman"
Is nothing but a cheapskate.

I wish I was anyplace but here,
Down at the Tiki Hut
Sipping a nice cold beer.
Pulling a string of kayaks
While riding in the *Helen Marie*.
I wish I was anyplace but here.

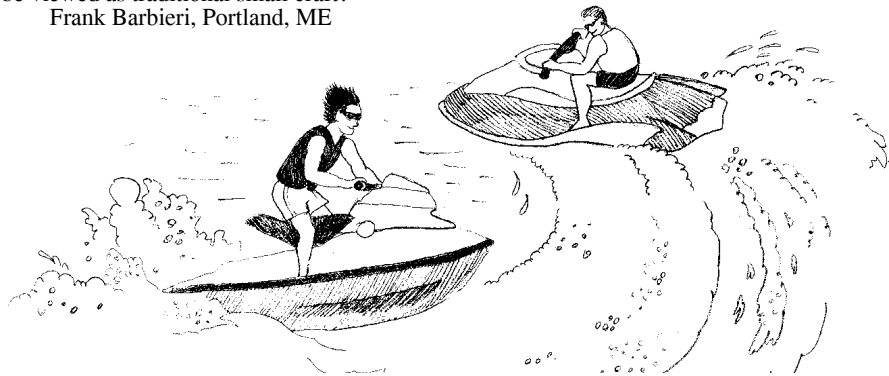
Oh to be down at the Tiki Hut
Soaking up the sun
My toes dug down into the sand
And having lots of fun.
Hanging with my messabout friends
While sipping a nice cold beer
If there's a place I'd rather be
I'd rather be right here.
Jon DeGroot, Davison, MI

A Glimpse of the Future...

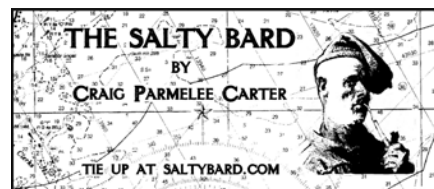
Traditional Small Craft 2050?

My daughter drew this cartoon, could this be a preview into the future and what will then be viewed as traditional small craft?

Frank Barbieri, Portland, ME



"See, I told you, there is nothing like messing about in boats!"



The Learning Curve

I can't complain, twas my own choosing,
I never knew when I started cruising,
of everything I'd need to learn,
the time and money that I'd burn.

First I'd need new cruising sails.
They alone will tip the scales.
With triple reefs and batten cars,
and all new rigging for the spars.

Replacing systems seems ironic,
but ten years old and electronic?
Now was the time to go all out.
Touch-screens I couldn't live without.

To communicate at sea,
I'd have to have a SSB.
But for that thing to be worth a damn,
I had to study and become a ham.

This was not an easy road,
it entailed I learn Morse code.
With a high-priced modem and travail,
I was finally set to send e-mail.

But what if all these systems failed?
How'd I know which way I'd sailed?
I learned to determine my location
using celestial navigation.

Now if and when the seas ran high,
I'd have the best gear I could buy.
A para-anchor and series drogues
would save me from those pesky rogues.

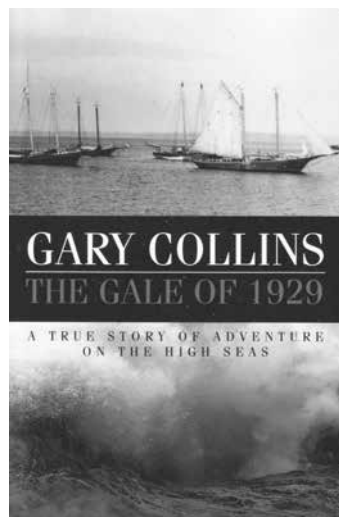
And when the diesel sputters to a halt,
any sailor worth his salt
can fix the beast - he never panics,
he's taken classes in mechanics.

The learning curve was very steep,
the wind is free, but it still ain't cheap.
Even if my time was free,
I could've earned a PhD!

Thursday's Storm

The August Gale of 1927

By Darrell Duke
2013 – Flanker Press, St John's, NL, Canada
Reviewed by John Nystrom



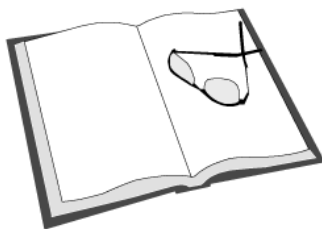
The author, Darrell Duke, seems to be somewhat of a local character in Newfoundland with occupations of singer, songwriter, playwright, performer, director and photographer to go with author. An earlier book, *When We Worked Hard: Tickle Cove, Newfoundland*, has been part of the reading in the Newfoundland and Labrador school system for half a decade, so I suppose we should add sociologist, anthropologist and historian to his resume as well. This book is an obvious labor of love as it comes out of what began as questions about family history and pictures on his great-aunt's wall and ended up some years later in an emotion torn local play and then a Canadian Broadcasting radio program.

The climatic event that Duke focuses on is the loss of the Fox Harbor fishing schooner *Annie Healy* with all her crew in a storm on Placentia Bay. The majority of the book details the lives of the families and the crewmembers, so as such, the actual sea story is summed up in only two short chapters. Fishing and wrestling a living from the sea is on everyone's mind, and as such, hovers always in the background. Though a great tale of rural seaboard life that has now passed, many readers may not want to wade through the human interest if all they want is a good sea story. If, however, they enjoyed the recently reviewed *All Standing* or if *The Perfect Storm* is your idea of great entertainment, then *Thursday's Storm* will deliver. I think Darrell Duke has another book destined to join the reading lists of Canadian schools. It sure beats some of the things I had to read during my education.

Catboat Summers

By John E. Conway
2003 – Sheridan House, Dobbs Ferry, NY
Reviewed by John C. Nystrom

This is a book that has been out for ten years and was reviewed the year after it was published right here in *Messing About in*



Book Reviews

Boats. So why review it again? One reason is that there are readers like myself who weren't readers ten years ago. Another reason is that if you were a reader then, and haven't read *Catboat Summers*, then you need to read it. Now, it might be dangerous to review a book that mentions *MAIB* and its fair haired editor, Bob Hicks, in the Introduction, so let's get the criticisms out of the way right now.

Conway, though he and the family did much work in restoring their 1908 Crosby Catboat, didn't spend a great deal of time talking about the restoration or ongoing maintenance program that a classic wooden boat requires. He doesn't ignore those issues by any means, but it is not the focus of the volume and some readers will find fault in that. In compensation, there is an appendix (in fact, two appendices totaling 13 pages) detailing restoration and projects over ten years. I don't share this critique too much, I loved that he didn't hide the work involved in owning a 100+ year old wooden hull vs five year old fiberglass, but the focus on how the boat became a family project dovetails into what this book is actually about.

This is the best book I have ever read on family boating. The Conways seem to have turned a "Dad reliving HIS childhood" fantasy into a family pursuit and unifying project. It is easy to Google up a list of steps to approach boating that includes wife and kids, but *Catboat Summers* is the example that teaches, the demonstration that a little imagination goes a long way in making life worth the trip. I may never get to enjoy a catboat cruising in a New England summer, but just think of this book as being the longest and most relaxing *MAIB* article you ever read. The book is available on Amazon if you can't get a local bookseller to order it. I obtained the book through interlibrary loan (from the US Merchant Marine Academy Library, no less. Nice to know they are not just teaching commercial skills at King's Point!). This is a wonderful, if too quick, read. Enjoy.

Let the Best Boat Win

The Story of America's Greatest Yacht Designer

Nathanael Green Herreshoff

By Constance Buel Burnett
1957 – Houghton Mifflin Company, Boston
Reviewed by John Nystrom

If the title wasn't a give away that *MAIB*'ers would have an interest in this long out of print volume, the book's dedication is to a whole class of boats. "This book is dedicated to the small-

est of Captain Nar's great fleet, the Herreshoff 12 1/2-footer." She lets slip later that she owns a Herreshoff 12 1/2. Who would have guessed?

Though several books have referenced the life of Nathanael G. Herreshoff, the Herreshoff Museum tells me that there have only been two actual biographies written of arguably the most famous boat designer in history, after Noah. In 1953 NGH's own son, L. Francis Herreshoff, wrote *The Wizard of Bristol* and in 1957 Burnett wrote *Let the Best Boat Win*. LFH, no slacker as far as designing watercraft either, is also the author of the classic *The Complete Cruiser* among other well loved books. *The Wizard of Bristol* has been reprinted several times, the latest 2009, but *Let the Best Boat Win*, as far as I can determine, has never been reprinted. My copy came in a box of boat related items culled by a librarian friend, but I found several copies at modest prices on Amazon and other used book outlets online.

This biography is of neither the ancient nor the modern fashion. Ancient biographies tended to be of a style referred to as hagiography where the subject, often a saint, was idealized and distorted out of any recognizable human shape. Modern biography, it seems, now requires the exact opposite force, either demonizing the subject or deciding, through some theory that can charitably be called "the current academic fad" (often Marxist, feminist or deconstructionist, though many equally foolish options are out there), that the subject personality demonstrates all of the biographer's prejudices in a prototype form. Burnett takes a route that is no longer in fashion in that, though she is admiring and affectionate with her subject, she attempts to place him and understand him in his own context and environment. NGH is seen both his own time and place in history, but also his effect on subsequent history.

The Herreshoff family figures prominently in the story, especially early in the book, but also throughout (the large Herreshoff clan produced more than a fair share of interesting characters, both famous and not). As such, we learn a great deal about NGH's brother and business partner, John Brown Herreshoff. JBH, already developing a reputation as a boat builder as a teenager, was blinded in an accident at age 15. John went on to open his own boatyard. After school at MIT and gaining no small fame at designing and engineering steam engines, NGH joined his brother John in the partnership that would bring the Herreshoff name to international fame. John's incredible business, management and people skills allowed Captain Nat to be freer in his pursuit of design and engineering excellence.

The famous and fabulous boats that came from the Herreshoff yard figure in the story, of course, though other books have been published on Herreshoff boats, often with much greater technical detail, none seem to cover the full range of NGH's work over his lifetime as well. The America's Cup racers don't overshadow the excellence of the rest of NGH's work, including the steam yachts. The book is without photographs, but is illustrated by John O'Hare Cosgrave II, one of the best known painters of nautical themes of that day.

As I said before, LFH's biography on his father has stayed in print for good reason. Until a publisher of older boating books decides to reissue *Let the Best Boat Win*, your best bet to read this enjoyable book is through a local library, interlibrary loan (if not in your local library) or used book sources.



This 1976 Elfe S-4 is Swiss designed and built, getting airborne via a winch.



A George Dyson Baidarka made from aluminum tubing and Dacron fabric, 22 1/2' and 56lbs.

My good friend Ray Massey approached me, way back when in high school, and said, "You know, I have a sailboat down at the Yacht Club. If you help me get it ready for the season, I'll teach you how to sail!" Now that was a deal I couldn't refuse. The boat was an old Comet class sloop, 16' long, seams open in a few places but otherwise pretty easy to scrape and paint and get into the water. Our seam sealing must not have been too good, a minor grounding on a sandbar opened her up and we did a lot of bailing on that first cold sail on Lake Erie.

But that was enough. I was hooked. Sailing got into my blood and stayed there. A succession of boats went the usual way, better and bigger, until reversed by circumstance and predilection. My last was a 15' flat iron skiff with sprit sail, equally handy under sail or oars, and I have to admit I had as much fun in her as in any. Nor did it end long voyages. I was navigator on a 1,400 mile cruise from Cape Hatteras to Antigua in a 33' sloop and did a number of other voyages.



Periwinkle, my flat iron skiff, easy to rig and easy to row or sail.

The same friend, Ray, said on another day, "I am taking flying lessons, want to go with me and learn to fly?" Now planes had interested me as long as sailboats had and I was on board with that (did you notice that a lot of nautical terms apply to aircraft, heck, we even call it "aeronautics"). We went to the nearby airport and I got my first lesson flying a Piper Cub. The instructor took me up, did a few circles and said, "OK, where's the airport?" I scanned the area, knew we hadn't gone far, but could not spot the airport at all. Slightly scared, I said, "I give up!" He grinned and pointed straight down. Darn it! I'd been had. I knew I had a lot to learn.

But I was a high school senior, supporting myself with a part time job and headed for college and lessons were \$7.50 an hour!

Flying and Boating Compared

By Hermann Gucinski

No way could I do this at this time (Ray persisted and got to fly solo).

Life went on, the sailing world was glorious and my early sailing experiences made me ask if there was not a way to combine my interest in physics with being on the water. Turns out there was, it was called Oceanography. The Physics Department library had one book on the subject, a great start. I made it into the field.

Many years went by. I loved my career, my sailing, the water. Loved it. But late in my career I ended up way inland, even waters that might be suitable for my voyaging kayak, a real baidarka, were far away and I swallowed the anchor. Deep down the interest in planes had survived and one day I said to myself, "I could wait until I am 80, or I could take some lessons now at the tender age of 68." I tried several planes and several instructors but a flight in a 1946 Aeronca Champ, a "rag and tube taildragger" as the old timers would say, convinced me this was it.



A 1946 Aeronca Champ, here flown on my first solo.

That's how I wanted to learn (rag and tube refers to the construction, steel or aluminum tubing for the fuselage (hull), covered by fabric, then painted to be waterproof. A taildragger has an old fashioned landing gear instead of a nosewheel, it has a little tailwheel on the back. The disadvantage is that the main wheels are forward of the CG (center of gravity) and once a turn is initiated, the inertial force, acting on the CG, tends to accelerate the turn. Much more finesse is required to land a taildragger, or to handle it in cross wind.

Showing up at the airport and meeting pilots and places regularly was my introduction to aviation, plus the lessons, which were challenging. The instructor never told me ahead of time what he would spring on me, just like wind and tide, and I loved it. As I got to know, well, not the ropes, but flying and airplanes, the parallels to boating became obvious. Like the big shiny yachts in the big

marina, the fancier airports had their fleets of big shiny planes. Out of the way places or far corners of the field held the older planes, the home builds, the derelicts, the dreams abandoned or the dreams fulfilled but pushed to the limit, like the boats sailed hard for years and years and showing the strain, now sitting far back in the yard or forgotten in the water.



A 1984 Harper Raymond Fly Baby, a vintage, but not "real" old single seater."

There is the powerboat fraternity and the hugely powered aircraft gang, there are the sailboats and the glider fraternity. In fact, most glider pilots don't like the term glider all that much, they want to soar, borne by the (vertical) wind and their craft is the sailplane. They told me, "Squirrels glide but eagles soar!" And, of course, the same division prevails among the sailboats and the sailplanes, there are the maxi yachts and, to really compete, your boat has to be about 72' long give or take 6'. The soaring fraternity, too, is undergoing this push. The equivalent to waterline length is the wingspan and the dominant span is now 15m (50'), but new 18m (60') is replacing the old 15m and now ships with 22m (72', now isn't that a funny number?) are trying to capture all the records.



A 1969 Scheibe Bergfalke III with my friend and instructor Ray on a hot day.

The people who don't buy into that are like the readers of *MAIB*. We stick to boats that we can both afford and love at the same time. We don't mind building our own and we don't mind departing from the current "hot" design, we can cherish the boats from the hands of William Atkin to Phil Bolger. That approach is also reflected among our corresponding class of pilots, who are willing to stick with a 1946 Piper Cub or Aeronca Champ, who will lovingly restore an old type, who will fly a biplane or build their own, be it from scratch (subject to a lot of inspection and FAA approval, of course) or from com-

panies that make kits of some very efficient and fast flyers, fully comparable to their commercial models. Some kit makers encourage buyers who wish to be part of the building process to participate, and not just a little, but a lot.

In sailing vessels comparative speed has always been a driver, though sea keeping, endurance and even sea kindness have been factors. In sailplanes, initially it was length of time one could stay “afloat” that mattered, then altitude became the goal but slowly distance over any course, or yet more challenging, distance over a “declared course,” really began to matter and now it is speed over a course set by a racing committee that is the driver.

In power boats, the divergence between specialty racing craft and utility boats came much earlier and a huge factor in racing is simply cost. Planes did not diverge as quickly because advances in design could be adapted to small, low powered craft as well as big, fast, nimble ships, but diverge they did. Other factors flowed from purpose, did you want to race other similar craft around a course with buoys (pylons) marking it, or did you want to exhibit your skill in aerobatics, maneuvers that push the flying skill of the pilot to the limit? There were other domains to conquer. Columbus sailed across the Atlantic in 1492, Lindberg in 1927, small boats and planes have followed ever since. Pushing the envelope, be it trans-continental flight or barnstorming, isn’t that what we small boat sailors do on any given weekend? On any longer cruise?

Even on a smaller scale the similarities seem to outweigh the differences. Aviation hardware probably leads in cost, but I bet boat fittings don’t lag far behind. Navigation is very much the same, although most recently the FAA, the overseer of everything, is promising, or threatening, to abolish printed charts, such have been the inroads of electronics, from the nearly gone automatic direction finder, to the well equipped iPad or the really expensive Garmin PFD (Primary Flight Display). When was the last time you used an ADF? A pelorus? A sounding lead? And so it goes.

Now, as to differences, the degree of oversight, the sheer bulk of the regulations, equipment requirements and personal knowledge that **MUST** be demonstrable is significant, but is it surprising?

In a sailboat, running low on fuel is hardly an emergency. Save what you have for the final run into harbor and ghost in the light evening breezes if you have to. It’s slightly more embarrassing in a power boat, but you can change your tactics when it begins to look dicey and your boat certainly won’t sink when the engine stops.

Not so in the aircraft. Fuel exhaustion can be, and is fatal, still happens way too often given that you understand the significance. For general aviation aircraft the rules require 30 minutes of fuel after the destination **OR** the alternate airport is reached in daytime or 45 minutes at night and you are held liable for that. A boat check is good practice but a pre flight check is required and, considering the consequence, I have no objections.

Traffic control is exhaustive. Above 18,000’ all airspace is “Class A” and you must be flying “on instruments” under constant contact with ATC (Air Traffic Control), obey their instructions to a “T” and have an approved flight plan. Imagine this, if more

than three miles offshore all boat travel is controlled, completely controlled. You are assigned a number so the radar return can be easily monitored and traffic rules applied. Even below that altitudes that are control zones for all major and hundreds and hundreds of minor airports, the same strict rules.

But there is still some Uncontrolled Airspace left. The reason is obvious, the room for error is much, much less. The knowledge required is more detailed and the FAA wants no accidents. How is that achieved? Well, regulations, of course, knowledge tests, bi-annual reviews, inspections, record keeping but, believe it or not, not licensing, no. Pilots do not have licenses. It’s done through certification and pilots are certificated! Interestingly, a pilot certificate is for life unless you are asked to surrender it to an appropriate authority, give it up or forfeit it for cause. On the other hand, you cannot fly unless you meet requirements and ratings. You have to be current. It all makes sense because you don’t want a sudden and unplanned ending.

But compare the rewards. A great day on the water, a good thrash to windward, a smooth return to the harbor, a flawless docking and satisfying break after. So is a flight. A plan well executed, the challenge of wind and weather met, the incredible vistas from above, the majestic clouds up close. You have “broken the surly bonds of earth and danced the skies on laughter silvered wings,” as John Gillespie Magee wrote long ago. The destination appears when expected and you exe-

cute a well planned approach, the tires do a “squeak squeak” as you touch down.

Or this, a challenging tactical situation, a foul wind and tide, but you know the waters, you know there are eddies that you can use to your advantage, you know the wind will change after a certain hour and you feel really tuned in as you work the boat toward its destination, you know which tack will give the advantage.

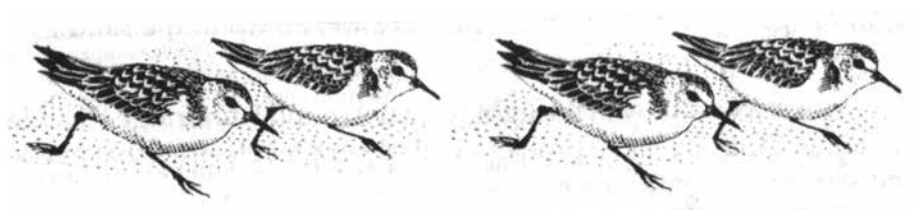
Now for the sailplane pilot. He typically is towed aloft or “shot” into the air from a winch, but once “off the hook” he’s on his own. On an easy day, cumulus clouds are markers of rising air, the thermals. He must use these to gain enough altitude to cut the bond to the safety of the nearby airport and glide away to the next thermal. If he judged right there is the next and he works his way in the chosen direction, mindful of nearby airports or fields for safe landing if he miscalculated or the weather changes. And the weather does change.

The challenge is great, the satisfaction huge. If soaring birds, the eagles, vultures, hawks and even swallows and swifts are about you use their uncanny knack of finding the thermal, and if you are really good, you see them join you for a short period.

Both sports give us something similar, the challenge, the task well done, the goal reached in competition or set for oneself, the many aspects of a rewarding day, the exhilaration of being out on the water or in the ocean of air. Definitely something to come back for.



Skyscape seen from a glider.



Lechlade to Schiermonnikoog

John Perry & Josephine Street

Reprinted from Dinghy Cruising, Journal of the Dinghy Cruising Association (UK)

This cruise extended over 10 weeks during the summer of 2012. It was in no way intended to be an attempt to cover the maximum distance in a set period of time – we adjusted our route to take in places of interest, including a week in Amsterdam, and we also made a return journey back to the UK in the middle of the cruise in order to catch up with things that needed attention back home, not least cutting the lawn!

Lechlade at the head of the Thames may seem a strange place to start a cruise to Holland, but our reason was to join a group of eighteen boats of the Home Built Boat Rally (HBBR) that were cruising down the Thames to arrive at Beale Park on the first day of the Beale Park boat show. Although the HBBR is famous for being an organisation with no management structure, this turned out to be a very well planned trip. Permission to camp had been arranged in advance with a number of the lock keepers, although we camped on our boat using our boat tent, as did a couple of the other HBBR boats.

Five New Boats

No less than five of the HBBR boats were newly constructed and launched for the first time at the start of this trip. Wet weather closed the first day of the Beale Park Boat Show and so deprived us of the opportunity to make a grand entry into the

lake, but as usual we did enjoy this very pleasant open air boat show, parking our boat on the DCA pontoon and spending the weekend chatting to friends from previous years and watching the bizarre Cordless Canoe Challenge. Several of the HBBR boats were entered in the Beale Park boat building competition and they carried away a fair proportion of the prizes. Tim O'Connor won the innovation prize with his speedy pedal powered canoe, Dr Chris Adenay won the prize for the most professional looking homemade boat with his elegant strip planked canoe and Adrian Gingell won the prize for the boat most likely to inspire beginners.

London Passes Fast

Leaving Beale Park, we pressed on down the Thames, the riversides becoming gradually more built up as we approached London. We traversed central London in a single day, leaving Teddington at high tide in the morning and arriving at Greenwich Yacht Club at tea time. Having once lived in London I found it fascinating to see familiar sights from the water for the first time and it was surprising how quickly the urban landscape passed by as the strong ebb tide carried us downriver.





HBBR Fleet in Goring Lock

We first hoisted our sails after passing under Tower Bridge.

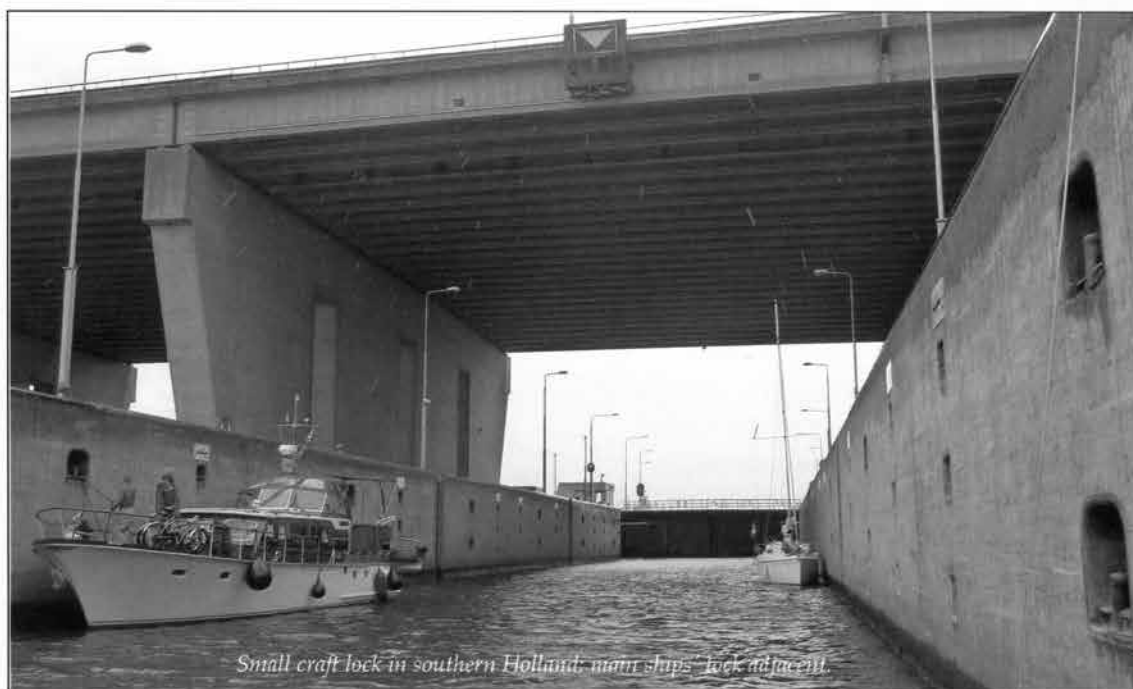
We stopped a few days at Canvey Island to visit friends in Southend on Sea, then a few more days at Lower Halstow on the Medway to visit some of Josephine's family in Kent. As I rowed up to the moorings at Lower Halstow a crew member on a moored yacht asked where we had come from and I replied, 'from Lechlade.' After a pause he looked at Josephine and said, 'Well, in that case I think it's about time SHE took a turn on the oars!' I did reassure him that Josephine had done more than her fair share of the rowing!

Crossing The Channel

We crossed the channel from Ramsgate to Dunkirk and although our cruise up to that

point had been entirely sail and oar I decided that we should make use of the Seagull engine that was stowed in our aft locker to get quickly across the busy shipping lanes as it was a very calm morning. Our Seagull had last been used ten years previously and I was pleased to find that as usual it started with the very first pull on the cord. I am told that there must be something wrong with it since they normally start on the second pull.

We motored about two-thirds of the way across the channel, then a light breeze came and allowed us to sail the rest of the way to Dunkirk. I would say that we mostly like to keep to sail and oar propulsion for our sailing dinghy and the last time we had our engine on the boat was in 2002 when we motored through the Rance-Vilaine canal in Brittany. We again took our engine with



Small craft lock in southern Holland; main ships' lock adjacent.

*Small boat
landing place
provided in
the Biesbosch*



us on this cruise, thinking that we would not enjoy rowing long stretches of the Dutch canals, especially if we had headwinds – we go boating for pleasure, not as a keep-fit activity. The Thames is easier for rowing, at least it was in 2012 since all that rain gave us a strong favourable current.

We had a splendid downwind sail from Dunkirk to Flushing, stopping overnight at Ostend, so four countries visited in three days. Coming ashore in Flushing we were immediately struck

by how clean and well organised Holland is. There are always exceptions, but most of the houses are well built and well maintained, the roads are in good order, streets are free of litter and public transport seems to run to schedule. Also, the boating facilities including public slipways and landing stages are excellent, boating being much more of a 'mainstream' pastime in Holland than it is in the UK.

We spent a few, rather rainy, days in Flushing then set off rowing down the canal to Middleburg where we met up with Dutch members of the DCA, Piet and Elsbet, who we had last met at the DCA 50th anniversary celebrations. Middleburg is a lovely



Typical lifting bridge on the Merwede River



Using our new boat tent in Friesland

city that I believe has mostly been rebuilt since being devastated during WWII. From Middleburg we traversed the broad waterways of southern Holland. These waters were once tidal estuaries with extensive mudflats; they are now dammed off from the sea but part of the tide is allowed to pass some of the dams in order to preserve tidal habitats for wildlife.

Man-Made Landscape

Although it is an entirely man-made landscape, much effort has been made to give it a natural look by building artificial islands and planting woods and marshes. However, do not be deceived, if you approach what looks like a natural mud bank with marshland behind you will probably find that the bank is actually a wall of carefully placed boulders that could do serious damage to your boat, these boulders extending to just a few inches below the water surface.

We next came to the Biesbosh, the largest national park in Holland. This is an area that was first reclaimed from the sea sometime around the 1300s, but in 1421 a great storm caused the rivers to back up and break through the sea wall. Something like 72 villages were flooded with great loss of life. There were attempts to repair the damage but the area flooded again a couple of years later and since then it has been left to nature. It is now a carefully managed nature reserve, so not entirely natural, but a nice area to explore in a suitably shallow draft sailing boat.

We left our boat in a marina at Gorinchem, a few miles beyond the Biesbosch, while we made our trip back to the UK on the Eurostar

train, returning by car with our boat trailer so that we would not have to fight the prevailing winds sailing all the way home – such hardship was no part of our plan for this holiday. From Gorinchem we followed the Merwede canal and the Merwede river to Muiden and then across the southern corner of the Markemeer to Amsterdam. We used our engine for much of this part of our route since these are fairly narrow waterways by Dutch standards and a bit difficult for sailing with trees sheltering the wind in many places.

Amsterdam

We spent a week in Amsterdam visiting all the main museums and art galleries, enjoyable but a little exhausting. While in Amsterdam we stayed at the Sixhaven marina which is on the north side of the North Sea Canal. It is only a few minutes' walk from this marina to the ferry terminal for a free ferry across the North Sea Canal, which lands you outside the main rail station, right in the centre of old Amsterdam.

Leaving Amsterdam, we visited Edam, famous of course for cheese, then Enkhuizen where we admired the numerous traditional Dutch sailing barges lined up along the quaysides. From Enkhuizen we crossed the IJsselmeer to Stavoren in Friesland. Although people enjoy boating all over the Netherlands, Friesland is considered to be particularly suitable for smaller sailing boats.

Capsizing barges!

Along with a big spectator fleet, we watched a race for traditional sailing barges on the



Looking across Waddenzee from Schiermonnikoog Harbour

Fluezen, one of the larger of the Friesland lakes. The barges were sailed to the limit, heeling right over on the windward legs. Although we did not see any barges capsize, we were told that they are quite capsizable and that was the reason for tugs and a couple of floating cranes standing by at the side of the race course. We visited the ancient town of Sneek and since this was during Sneek regatta week there were many dinghies racing on the nearby Sneekemeer and lots of festivities taking place in the town.

The Frisian Islands

From the start of this cruise I had hoped that we might get to visit the Frisian islands off the north Dutch coast and we did eventually reach the Schiermonnikoog, the most easterly of the inhabited Frisian islands. We worked our way through the Frisian waterways to the Lauwersmeer, a once tidal estuary which is now a nature reserve and dammed off from the sea, and then through the lock into the tidal Waddenzee and across to Schiermonnikoog.

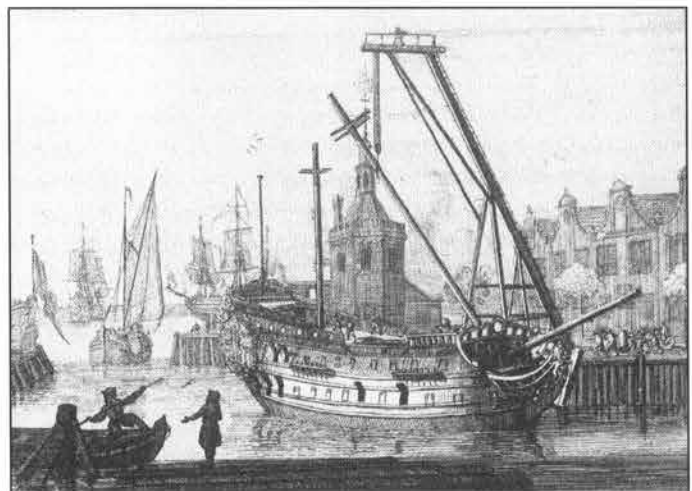
This is an island about 12 miles long and a couple of miles wide, with an extensive beach of silver sand all around the east, north and west shorelines. Ferries bring in something like 4000 day-trippers each day during the height of summer, but most of these stay in the one village on the island or head for the beach. We found peace and solitude in the extensive nature reserve to the east of the island.

A Dutchman on a neighbouring boat in the harbour told us that Schiermonnikoog is the nicest place in the whole of the Netherlands. His wife disagreed saying that Vlieland,

another of the Frisian islands, is even better but I think she only preferred that one because she found the harbour less crowded. I would agree that Schiermonnikoog is a very nice island, as long as you are not looking for hills.

Having said that, there are some sand dunes on Schiermonnikoog that have become overgrown with pine woods and are as much as 30 foot high – I think those would have been the highest hills we saw anywhere in the Netherlands.

Overall it was a very enjoyable trip and we are grateful for the helpful advice we received along the way from many Dutch boaters. We hope to return some day. *JP & JS*



*Fitting out – Amsterdam c.1700. Etching by Siewwert van der Meulen.
Alongside a wharf a ship receives her main lower mast from a special derrick.*

December 3, OAT 51°, no wind yet, light drizzle, two miles visibility and foggy. Yep, a good day for a paddle! By the time I battled 20 minutes of traffic and reached the Salt Creek put in, the rain gods smiled and the drizzle stopped. That was a good sign for my jangled road nerves. There would be no sun today but I had that covered with my new camera with flash.

The creek was calm and cold looking with a silver/white color reflecting off the low cloud cover. At water's edge I was greeted by three hen and four drake Mallards looking for an ear of corn I didn't bring. They were the only bright creatures with bright colors in the welcoming party. They immediately snubbed me when they realized I had no food for them and paddled away. The surrounding shoreline trees were barren and everything was dripping wet and drab looking draped in late fall lack of color.

The fishermen were gone and only a few brave walkers happened by while I assembled my take apart kayak at the shore. This year I had double lined pants on to combat the dampness. After climbing in and shoving off, I waved goodbyes to an audience of a great grandpa and his offspring, lovely four-year-old Ella. Off to a good start. It was a two cup coffee day. I had stopped at the MAC and rang up a 75¢ senior cup. It was now nestled on my fishing plug shelf beneath my left knee ready to warm my cold throat and tummy. Life is grand!

Paddling north and passing the "thousand golf ball mud flat," I surprised several rooting big carp. They made waves in escape on an otherwise flat water day. The creek turns east after the mud flat and has brown colored hardwood timber on both sides. Eight feet from shore I silently glide up to a feeding buck deer in the timber. Startled, he snorts and turns tail. I was too slow on the draw with my trusty camera. All is peaceful again.

Still paddling as the creek twists north again, I detour around a freshly fallen dead tree. I paddle under the new pedestrian bridge and am thankful that there are no more log jams under it to stop my forward travel. The old log jamming pillars are gone. But as I gaze ahead, what appears in my path is the large head of a sleeping alligator. No! No! It can't be, or, or is it? See photo. You be the judge. I carefully detour around him and

Gators and Snakes on the Salt

By Bob McAuley

hope he doesn't wake up and is hungry when he sees me. I paddle faster and leave him behind, snoozing.



Is that an alligator in Salt Creek?



Lucky this gator's just sleeping.

With that danger behind me, I glide into a backwater golf ball garden. I unholster my champion golf ball extractor and begin harvesting more golf balls from 2' of water. Some of the balls are wearing green mossy beards after having been wasted in some "Western Open" upstream. They bounce along the stream bottom during spring floods. I wonder what the long term effects of golf ball pollution have on a fish's health?

After boating a few good balls, I swallow some more of my MAC coffee and head upstream toward a very noisy blue jay, evidently welcoming me to the island he currently rules. While paddling hard in the narrows with its fast moving water, I spot a pair of granite abutments supporting what was once an old bridge over a side creek.



Ancient granite abutments of a long ago bridge over a side creek.

Arriving above the island, I finally rest and sip coffee. I'm tired and my new softer seat cushion is doing its best to ward off numbness. I finally turn my bow sideways to the current and let the quicker water drift us back toward the next bend. We begin to glide under another overhanging limb. Something is wrapped around that overhanging limb hanging down towards my head. A snake! I quickly back paddle to avoid being bitten. See photo. You be the judge.


Now I began to wonder what was in my MAC coffee? Maybe I need three cups to calm me down? Yes, some vines that wrap around limbs do look like snakes. Will I survive this jungle paddle amid gators and snakes found just outside Chicago?



Is that a snake about to drop on my head?

Drifting downstream, I avoid that sleeping gator and am visited by a red tail hawk (no, he did not attack me). The belted kingfisher flew by and gave his cheery good-bye call as he disappeared into the gloomy woods. Maybe I've been paddling alone for too long. At take out I check for gator bites on my kayak and snake bites on my PFD. All were intact.

The mind plays strange tricks on a paddler on a cold, dreary December day on the water. You mariners have your sea monsters while we creek runners have our gators and snakes.



Columbia Trading Co.

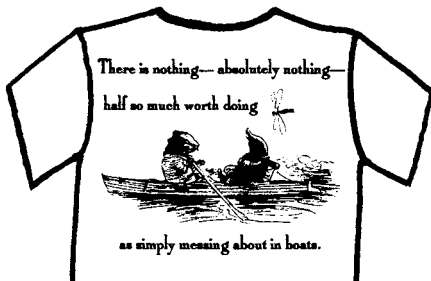
Nautical Books & Artifacts

Free Mail Order Book Catalog • On-line Shopping
Cape Cod Store Open Year 'Round

We Buy Maritime and Naval Book Collections


1022 Main St. (Route 6A), West Barnstable, MA 02668
508-362-1500 • Fax: 508-362-1550
info@columbiatrading.com

www.columbiatrading.com



Simply Messing About In Boats
Nautical Apparel & Accessories

from
The Wind in the Willows
The Design Works
toll free 877-637-7464
www.messingabout.com



BOATHOUSE

MAAS ROWING SHELLS
AB INFLATABLES
TRINKA 8, 10 & 12 DINGHIES
HONDA OUTBOARDS
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave., Noank, CT 06340
(860) 536-6930

This saga began when Kip Siebert approached me in Montclair High School and asked if I was the John Smith whose name had appeared a couple of time in recent issues of the *Duffle Bag* (Raritan Yacht Club newsletter). I had to fess up, I was that John Smith. Turns out Kip's family also were members of, and had a boat moored off, the Raritan Yacht Club. It is the first odd thing here that we had both been there pretty much every weekend for several years and never bumped into each other.

As things in life do, one thing led to another and Kip and I soon found ourselves entrusted to sail their boat Tofa from the yacht club in Perth Amboy (New Jersey) to Shelter Island (Long Island, New York) where his family rented a home for a month. This was quite an adventure for a couple of teenagers. I'm not sure too many parents today would allow their kids to take such a trip on their own. The Tofa was a 30' sharpie, home built. I believe the keel came from the Hunt 202. She was a marvelous, fast and responsive boat. Accommodations were a bit sparse. For the windless periods we had a 6hp Johnson in a well.

We slept on board the night before and got an early start for the first day of our journey. There was, of course, no wind so we relied on the Johnson. The trip through the East River was uneventful. As we exited the East River and entered Long Island Sound, the motor began to act up. It had ceased pumping water. Fortunately we had a bit of a breeze finally come up so we got the sails up and made good time into Port Washington, New York.

We set the motor in the dink and went to shore at the Port Washington Yacht Club. They were most gracious. They found a shop that came to get the motor and promised it would be finished and available by 3pm the following day. They were true to their word. The gracious people at the club asked if we'd like anything to eat. We decided a couple of milkshakes sounded good and that's what we had. We tried our level best to pay the

Tofa

By John Smith
Reprinted from The Main Sheet
Newsletter of the
Delaware River Chapter TSCA

\$1.20 for the two shakes but they adamantly refused to take any money. The bill for \$1.20 caught up to Kip's father six months later, coming through the Raritan Yacht Club. He had to send a check to the RYC, who then sent a check to the PWC. It would have been a great deal simpler to have just let us pay.

We decided not to stop in Port Jefferson, but continue on a bit to Mattituck Inlet. It was bit early to park for the night and Mattituck would give us a safe place to spend the night as well as give us a let up and a solid probability of reaching Shelter Island the following day. I had warned Kip that my folks had a history of problems trying to find this inlet, but he insisted we look.

As we moved onward, still under power this entire trip, a fog began to cut our visibility. We decided we'd be wise to drop anchor knowing where we were, in a broad sense of the term. We were entertained for a bit by a car on shore blinking its lights. We later learned this was Kip's dad. He had somehow found us and had a nice hot meal ready for us. Just as well, as the fog kept getting thicker and we may have enjoyed the meal, only to have then been unable to find our way back to the Tofa.

As the fog continued to thicken we began to work on a riding light. With visibility down to perhaps 100' we heard a large vessel coming our way. It was the Coast Guard. "Good!" we thought. They can tell us exactly where we are. They pulled alongside and one of them leaned over their rail and yelled down to us, "Where's Port Jeff?" We pointed in the direction of Port Jeff and they happily went off in that direction. Next day was clear and windless (again) and we made

it to our destination. While at Shelter Island, we enjoyed lovely winds almost daily.

Once we set off for the trip back to Perth Amboy, the wind disappeared again. Nothing out of the ordinary happened until we were about to enter the East River. Then the motor decided it had enough and stopped. Up go the sails. We had uphill going, mostly from the current, but a tad bit more than that. Sailing the East River is not a particularly pleasant thing to do, but we had no choice.

We had one very challenging, and frightening, moment. I was getting close to the Manhattan side and needed to tack. A tugboat was bearing down on our stern quarter and I tried, with hand signals, to get him to move further towards the center of the river so I'd have room to maneuver. Like most of the world, he ignored me. I was forced to luff and stall as long as I could. By the time the tug was by and the path clear, I had no room to fall off and pick up headway to go about.

This side of the East River where we were is nothing but commercial docks, long piers with substantial spaces between. At this moment we were only a few feet off a pier. If I had fallen off in an effort to get headway to come about, we'd have hit the pier. As the current swept us by the pier, I yelled, "Jibe ho" and put the helm over. We went into the space between this pier and the next. The current would drive us into the next pier in short time. The Tofa, agile creature that she was, turned in her length and, with sails full, pointed out to the open water of the river. We were out of danger. Even the dink, which we had momentarily forgotten was behind us, cleared everything by a good solid foot or two. A group of men on the dock, who had watched all this, gave us quite a cheer. They likely thought we were quite the experts.

Soon we passed under the Verrazano Bridge, cleared Staten Island and managed to set a very close hauled course that got us to the Tofa's mooring. After a good night's sleep we went ashore, called my parents. They came and got us. Our adventure was over but I doubt either of us will ever forget it.

Adventuring in the Viking Era!



The Building of a 27' Tolman Jumbo Skiff

By Dave Nolan,

Why a Tolman Skiff? I have fished for most of my life starting out on party and charter boats of various sizes out of Manasquan Inlet, New Jersey, all through high school and college. I love to fish for anything that swims in salt water. I am 48 years old and my wife Tanya and I have seven children. I built two other boats, one a Bolger Diablo at 15' in 1986 and the other one a Tolman Skiff Widebody 23'.



From left to right. Discussing Tolman Skiffs at the world headquarters for Salt Water Workshop, with Lyle from New Jersey, Steve Dampier from California (owner of fishyfish Tolman site), Renn Tolman, the designer, who flew in from Homer Alaska, Jim Shula, owner Salt Water Workshop and Dave Shoe-maker from Neptune New Jersey.

The Tolman Widebody 23' was, and is, a wonderful sea boat. I built it outside in New Jersey in 2000-2001 and used it for 11 seasons, putting about 1,200 hours on the engine, a Honda 90hp. We took it offshore in good weather to the canyons at times and it proved to be a great sea boat. It was arguably small for fishing offshore, especially overnight tuna fishing.

As I got older I decided I needed a bit more boat and so we opted to build the Tolman Jumbo Skiff. We ended up stretching the design without explicit permission from the designer, Renn Tolman, but he later said what we did was fine. We ended up using much heavier stringers than called for and ended up using $\frac{5}{8}$ " on the bottom vs the $\frac{1}{2}$ " normally called for.

The Tolman design just screamed out as the ideal boat for what I wanted for a bunch of reasons, some of which include economy of use, the best design for most conditions I fish in as I do not go offshore in bad weather, one of the safest out there in this size range and speed of assembly without all those frames in traditional boat building. I didn't want to take five years to build the boat. I also needed to be able to tow it over 100 miles each way so light weight was important.

Dave Gerr's Offshore Skiff was a close second but so many Tolmans have been built, I stuck with what worked. The boat is very capable, even in nasty conditions, but does have limited deadrise which limits the speed with which it can run into short steep seas.

Some people assume that a boat made of wood is: 1) heavy, 2) prone to rot and 3) less strong than a commercially made boat. I can tell you from experience that it is roughly 50% to 60% lighter than a similar fiberglass boat, won't rot with any modi-



cum of reasonable care in normal locations that see four seasons and is amazingly strong. Ask a competent marine architect how strong marine ply with fiberglass and epoxy is per unit weight. The boat is very strongly put together with marine plywood and then taped together with fiberglass to form the basic hull. After that, glassing both sides of this wood with fiberglass gives a very strong hull sandwiched in between the glass layers, which make it bullet proof.

It is infinitely tailorable, mistakes are easily fixed and its fun and easy to work with. Anyone who can build a kid's model and can cut with a skill saw without losing fingers can build one of these. Most *MAIB* readers probably already know this, but many of the general boating public do not. I try to educate them as I go along.

I wanted to save on cost and so ordered a 30gal kit of epoxy from Progressive Epoxy in Rhode Island. The shipping would have been about \$240 so I opted to pick it up since I had already decided that I wanted to save time this go around and buy a pre made kit. I will say that buying materiel to build a boat from one of those stores that sell to the general marine community will double or triple the cost, maybe more. I stay out of that store that starts with a W at all costs.

Buying the hull kit saved a ton of time, probably 100 hours. It was well worth it so I combined the trip to Rhode Island (from Maryland) with going to Salt Water Workshop up in Buxton, Maine, where Jim Shula cut out my panels with his CNC machine and was kind enough to test fit and label all the parts. He used meranti aquatek over the doug fir I wanted, but I was happy to listen to his recommendation. It was a good choice. I came back with a full truck of plywood panels, expertly cut out and wrapped, and 30 gallons of epoxy. This pile of stuff in the truck, a shortbed, in no way shape or form looked like a boat.

A 27' Tolman Jumbo Skiff kit from Salt Water Workshop in Maine and 30 gallons of epoxy from Progressive in Rhode island sit in the back of my truck.



Keith Cooperstein helps me dry fit the second side panel prior to hanging.

The kit went together perfectly. I had ordered a stretched version of the Jumbo Kit and Jim Shula figured out how to run the numbers on his CNC machine and got some really nice meranti aquatek at his distributor. The boat stitched together perfectly, there was only one panel, the chine shelves, where I had to run a skill saw through it to take a slice off, maybe 3'. That's pretty darn near perfect in my book and I am still amazed.

If you build one of these and want to loft out all the parts, go ahead. If you want to save some time and get on with it, buy the kit. There are two vendors I know of right now that can cut you a kit, one East Coast and one on the West Coast. I have known Jim for over ten years now through fishyfish.com and meeting him at the Maine Boatbuilders' Boat show for two years. His business website is http://saltwaterworkshop.com/Tolman_Alaskan_Skiffs.php. There are many boats that are now on the website for Tolman skiffs, called fishyfish.com. It's almost entirely devoted to Tolman skiffs and one of the best sites you can go to for help. The guys there are most helpful. I post there often.

Madison Nolan with the trimmed hull prior to fiberglassing.



Costs: My total cost was something on the order of \$31,000 for the boat kit, fiberglass, epoxy, the pilot house and cuddy panels, which I bought from Harbor Sales in Maryland, fuel tank, lines, steering, hardware, main engine (Honda 150hp), kicker engine (Yamaha High Thrust 9.9) and trailer. I have pretty detailed records on costs and can share if anybody is interested. Considering motors, there's a good choice of main (Tohatsu, Honda, Yamaha, Evinrude, Mercury, etc) but the best kicker that can push a boat home in 25kts of wind is the Yamaha High Thrust 9.9hp. It has a tractor tire sized propeller and is geared low to provide a ton of thrust. Here is a summary of 95% of my costs which are 2012 prices.

I estimated 500 hours of labor starting in January 2012 and launching in May of 2013. Most of the summer and fall of 2012 I didn't work too much on the boat because my work took me out of state five days a week, and then came fall hunting and other kids' commitments. Others have reported as much as 1,500 hours to build a similar boat but to a higher standard of (mostly) finish. I built the skiff for fishing and pulling kids on rafts and such. I did have help in my friend Gary Schetlick, who came down from New Jersey to help me on a number of longer weekends, and my old neighbor Keith Cooperstein who also came down from New Jersey and put a lot of hours helping me with all sorts of things. I can't thank them enough.

Some of the time I wasn't actually building but planning while sitting in the right side up hull. It is a lot of fun! The beauty of building this boat is that I didn't have to know completely what I wanted in it, I could decide that after building the hull. The hull is half the finished boat. Maybe less, some say a third.



Madison and Sean Nolan putting latex house paint on the cabin. \$10 a gallon. Works great over cured epoxy.

Tolman Skiffs Built or Building

Not too long ago, I took a poll on the fishyfish website to see who is currently building a Tolman Style hull. I was sort of flabbergasted to see the results. Here they are. It should not be too hard to find one or take a ride on one for anybody interested. As fuel goes up, more and more guys are building these hulls. You can probably find the person responsible for the hull on fishyfish but if not, drop me a line.

Dave Nolan, 27' Jumbo, North East, MD
Frank Olsen, 24' Jumbo, Kirkland, WA
Cordell Lucia, 24' Jumbo completed, 23' Widebody in process
Dave Burright, 21' Widebody, Albany, OR

item	supplier	cost	tax
plywood	84 lumber	\$901.62	
plywood	harbor sales	\$277.84	\$19.45
hardware	amazon	\$87.91	
Salt Water workshop	meranti marine ply panels	\$3,600.00	
epoxy	progressive epoxy	\$1,808.33	
fillers	progressive epoxy	\$125.46	
hardware	jamestown distributors	\$161.69	
hardware	jamestown distributors	\$14.58	
lumber	harbor sales	\$1,019.49	\$66.70
paint	elkton hardware	\$30.82	
hardware	home depot	\$113.55	
tools	lowes	\$35.29	
thru boats surplus	79 gal fuel tank	\$513.25	
wood	home depot	\$64.77	
paint	american home interiors	\$91.19	
tools and hardware	home depot	\$174.58	
paint and tape	harbor freight	\$101.85	
wood	84 lumber	\$208.93	
paint	jamestown distributors	\$206.94	
screws clamps etc	jamestown distributors	\$163.29	
fiberglass cloth	Raka	\$167.66	
fiberglass cloth	Mertons	\$145.46	
Yamaha High thrust engine	Shipyard Island Marina	\$2,882.00	
helm, wheel, cable	vendors	\$314.00	
hilton Marine	Honda BF 150	\$13,800.00	
Total parts		\$27,010.50	

Rod Garson, 25' Great Alaskan or a 24' Jumbo if I can't pull off the GA (planning), Victoria, BC
Mike S & Sons, 25' Jumbo, Palm Beach County, FL
Jim Baird, 22' Jumbo, Pleasant Plain, OH
Brook Martin, 22'6" Widebody, St Paul, MN
Chuck Mazzola, 28' Great Alaskan, Bend, OR
Michael Davis, 24' Jumbo, Elkton OR
Arne Knutsen, 23'6" Wide Body, Dallas, OR
Kent Cannon, Great Alaskan, Salem, OR
Stephen Maillous, 22' Jumbo completed, Anchorage, AK
Lane Stuart, 20' Standard, Port Townsend, WA
Russ Pagenkopf, 24' Jumbo completed, Juneau, AK
Matthew Swafford, 20' Standard, Anchorage AK
Jim Shula, 22' Widebody, Buxton, ME
Les Wheeler, Extended Widebody, diesel inboard, shaft driven, 8 1/2 years in construction, NZ
Curtis Hanson, 18' Standard almost done, Ohio City, CO
23' Widebody, flipped and working on the inside, Bothell, WA
Dave Shoemaker, 28' Great Alaskan Neptune, NJ
Dave Collett-Paule, 26' Great Alaskan, under construction, Homer, AK
David Lane Cordova, 19'4" Alaskan Widebody with 24" swim deck and twin 60hp IB jets slightly modified for use as a big water duck boat, now piecing together materials for a 28' Great Alaskan
Tom Eastgard, 24' Jumbo, Hood Canal
20' Standard, Colorado Springs, CO.
Jonski, 21' Wide Body Center Console, 25" transom, 2007 90 Etec, finishing sloped floor deck and building console now, four years part time, Central CT
Peter Jacob, 22' Widebody, Kristiansand, Norway
Jimmy Stancil 28' Great Alaskan, Palm Coast, FL
Tom Butea, 18' Standard Skiff that's been under construction since August, ready to paint, Ocean Springs, MS
TJ Miller, Grand Marais, MN

Roland Decarreau, 24' Jumbo just lofted and all pieces cut except transom, Grand Isle, VT
Anthony Lyndakar, 26' Jumbo, Ohio but carted off to AK
Tom Murto, 21' Standard under construction with reverse chine flats as suggested by Devlin, Goshen, IN
Chris Collins, 18' Standard, Scituate, MA
Ken, 26' Skiff Kit Special, my son is kind of building and I am kind of helping, Palmer, AK
Mark, 25 Jumbo, picked up the kit on Thursday, built the jig on Friday and pressing on! Monroe, OR
J Klistoff, 25' Jumbo with offshore bracket, Woodburn, OR.
Fletcher Poole, Jumbo 24', Atlanta, GA
Jim Baird, Jumbo, almost ready to paint, Pleasant Plain, OH
Mark, I've got one built already, fourth season on the water coming up, Fort Saskatchewan, Alberta, Canada
Randy Zimmerman, 21'4" Widebody, Leavenworth, KS
Mike O'Farrell, 19' Standard, Santa Cruz, CA
Roger Morris, 20' Widebody, Wasilia, AK
Russ Dysart, 24' Jumbo, Ladera Ranch, CA
Martin Wagner, 22' Jumbo, Paso Robles, CA
Dan Blackburn, 22' Sea Bright, Morinville, Alberta, Canada
Peter Lovejoy, 21'4" Widebody, West Coast Boatworks Kit, Lyle, WA
Jim Crawford, Standard, Fayetteville, AR
Herb Garnto, 23' Standard, Willow, AK
Steve Johnson, 18' Standard, Richmond, VA
Captain Fogfish, North East Scotland
John Solenski, 21' Wide Body center console, 25" transom, 2004 90hp Etec, Northern CT
Ken McBeath, 24' Jumbo, working on main cabin now, Perth, Ontario, Canada
Chuck Preble, 25' Jumbo, Joint Base Lewis McCord, WA
Neil, Ryan and Spike Ford, 23'6" Widebody (kit from Chuck at WCBW), St Helens, OR
Ben Judd, 25' Jumbo, Auckland, NZ
Dave T, just ordered a 24' Jumbo Kit from Grady 300, SW WA
Dave Wright, Widebody, previous build, 18' Standard, WA

For power I opted to buy a Honda 150hp motor and use a Yamaha High Thrust Kicker. I am very happy with this combination. The Honda cruises the boat to low 20kts at mid 4,500s and that is the perfect speed for economy and comfort for a loaded up skiff. The top speed is 30-31kts depending on the load but honestly, 30kts is too fast for most ocean conditions on a light planning skiff of moderate deadrise. Here is my data recorded on two runs in the Chesapeake Bay. One day had screaming winds but we were in protected waters so could still turn the motor speed up. Best speed is 4,400-4,500. The motor isn't working hard and we cruise in the low 20kt range.



Matt Hoverman holds a double header of small yellowfin tuna from the Washington Canyon.

This year we used the boat about seven or eight times with offshore trips for codfish, sharks and tuna. We overnighted three times in the Washington Canyon, Poormans and Wilmington Canyon and caught a lot of yellowfin tuna, both mako and blue sharks, two marlin, tilefish and mahi mahi. We averaged about 3.25-3.40 nautical miles per gallon on the combined ride out and sustained trolling through the day. The 69gal tank is enough to go the Washington Canyon (60 miles), troll all, day, sit out at night and troll in the morning before coming home. We paid about \$3.50/gallon for gas at the road this year, (cheaper than dockside by far) and so a 70gal trip cost us about \$240. With another \$150 for ballyhoo, a couple flats of sardines and some food, we ended up taking 30 hour tuna trips for about \$100 a man.



Gary Schetlick and I hold a white marlin caught south of the Poormans Canyon in September.

For safety we have a six man raft, EPIRB, redundant VHF radios and backup for everything. We take a small generator offshore, as many boats do. We actually do carry enough anchor rope to anchor in the deep. Instead of using coolers, which are a pain, we built a big 140gal ice box. It weighs about 70lbs, less than even three 150 quart coolers would weigh, but holds more ice, bait and fish than coolers and it's a nice platform to work off and sit on.



A poor quality picture another boat took of us in the Wilmington Canyon in September.

Towing the boat is easy. It is a big boat, but it is still light, I calculated the hull weight about 1,950lbs dry and so as configured for fishing, it is about 4,800 lbs out the inlet.

This is important. We can keep the boat mostly loaded up with gear on the trailer. We do not have to pay dock fees. In New Jersey that worked even better as we towed to a sand beach and could launch and retrieve our boat with a 2WD truck off a free dirt ramp. In Maryland we do have to tow to Ocean City from Cecil County which is about 120 miles. But it tows fine and we typically fuel up right prior to the ramp to avoid carrying the 430 pounds of gasoline in the boat.

Rigging the boat was very simple. We put close to 18 rod holders on the aft pilot house wall, four over the hardtop edge and six gunwale holders. Inside there isn't very much except a big flip top seat box with two tops. The flip top seat is so the port side passenger can stand and hang on, yet at sea it folds down to make a third bunk. We have two bunks below. We did use LED lights for pilot house, cuddy cabin lights and cockpit flood lights. They are bright and yet don't drain the battery very much at all.



The aft rod holders and rigging just prior to an offshore trip, also the 140gal fish box and both motors. Overall I am very happy with this boat. It is perfect for us in performance and budget and ease of towing, and safety.

Madison on Mothers Day launch. We cruised to the CD canal to Cheseapeake City and had Mothers Day Supper. My eight year old daughter can easily steer this 27' skiff with simple and cheap mechanical steering. A \$1,500 Sea Star hydraulic system is not needed on a Tolman skiff unless you want an autopilot. I have an autopilot, His name is Gary. He works cheap.



Basic hull framing before hanging the side panels. Gary Schetlick is in the picture.



Using two deer hoists to lift the bottom up out of the way for boat frame up. Keith Cooperstein is holding the bottom up.



We built right through the winter months in an unheated garage. At times, I used spot heat to preheat the wood prior to glassing. I kept my epoxy in a small heater box with a 60w bulb.



First launch at Elk Neck State Park in the upper Chesapeake Bay.



Restore non skid on the deck. \$25 a gallon. Works great. Water based. Tough. Large open deck area and a simple bunk with flip top for storage and 2/3-1/3 layout. That way the man up front to port can hold onto the rails. Open cockpit. We have a 3.5' anchor deck, 7' cuddy, 6' pilot house and 8.5' of fishing deck, and 2' full height drywell.



Departing Ocean City Maryland for a 36 hour tuna marlin trip September 6, 2013. We caught yellowfin tuna, two marlin and mahi on this trip in September. Watched the Ladee Moon Launch from 40 miles on the way out.

My friends Brian and Gary at the Wilmington Canyon, 60 some miles out of Ocean City with a yellowfin tuna.



Offshore Bottom Fishing

	Trip	Day Trip
Hull Weight	1933	1933
Honda 150	486	486
Kicker 9.9	105	105
Fuel & Tanks	560	200
Batteries	80	40
Life Raft	73	73
Fishbox	70	20
Anchor Gear	90	90
Ice Bait	400	50
Tools	30	0
Gen Set	40	0
Gear	200	50
Rods	100	30
Boat on Trailer	4167	3077
Food/Water	25	0
Gear & Clothes	600	600
Boat Out Inlet	4792	3677
Lbs/HP Full Load	31.95	24.51

Here are a couple links to the boat in action. So/so quality video <http://www.youtube.com/watch?v=upDGInXaZFY>. A short video of the skiff in action <http://www.youtube.com/watch?v=4upb3BbLuAI>, flipping the 27 skiff with two vehicles

Overall I am thrilled at how this boat turned out, how safe she is and how economical to operate it is. Anyone reading this who is interested in seeing or riding on a Tolman, or building one, give me a holler at David-Nolan598@gmail.com or DavidTanya02@yahoo.com

Two Books by Renn Tolman

A Skiff for All Seasons, 1992
ISBN 978-0-9668711-0-4
Tolman Alaskan Skiffs, 2003
ISBN 978-0-9668711-1-1

To View Website Google
Tolman Skiffs



Tolman Skiff Kits

Tolman Skiffs are ocean capable, stitch and glue plywood boats designed in Alaska for Alaskan waters. These seaworthy skiffs have a dory ancestry with flared sides, a high bow for launching off a beach or rough conditions, and a vee bottom for a softer ride. The stitch and glue plywood hull is completely sheathed with fiberglass cloth providing a strong yet lightweight hull with minimal framing resulting in exceptional fuel efficiency. They are designed to be built easily and quickly by the home builder using common tools, common skills and common materials. The skiff kits are available in three models from 18' to 24' and starting with one of our kits of CNC cut hull components, a basic model can be built in as little as 200 hours.

For more information and kit pricing, visit our website at www.saltwaterworkshop.com or the global Tolman Skiff community forum at www.fishyish.com.

Salt Water Workshop

583 River Rd, Buxton, Maine 04093

(207) 837-0236

saltwaterworkshop@gmail.com



Jumbo



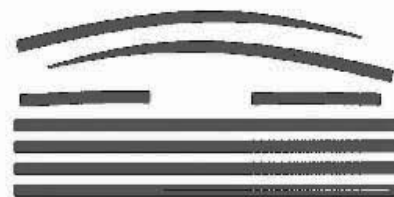
Widebody



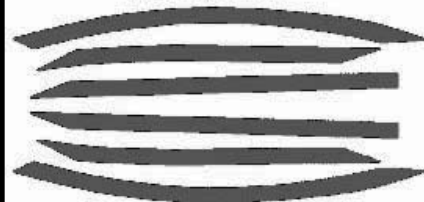
Standard

Tolman Skiff Kit Components

Chine pieces



Shelf pieces



Bottom molds and shelf molds



Transom parts



Bottom panels



Side panels



Sure enough, a day came along with low wind prediction for the afternoon (5-7kts) and I packed Renegade onto my pickup and took her down to Shoreline Lake on San Francisco Bay. Once there, my first piece of good news was that I got a sailboat launch tag. The folks who manage Shoreline are careful about what kind of craft can sail on the lake, but since my experiments are benign and hard to classify they generally give me a little leeway and allow me to sail. It may also be that they realize the entertainment value for the lunch crowd of a guy splashing and flopping humorously around on weird looking craft within easy view of the patio. But I prefer to think they support new technology.



All the parts went together without much fuss, and although there were quite a number of them, none weighed more than 45lbs which made things much more pleasant than unloading most of the boats I've had in the past. I put it together on the lawn and moved it around some to see how the sails reacted with the light breeze, and then moved it down to the water's edge on the little sloping gravel beach.



It wasn't long before I got a clear idea of how Renegade would react to the water. I had walked over to my shady spot to change into my sailing duds and get a snack. Renegade's sails had lined up with the wind and she was gently rocking back and forth with her bow just touching the water. I didn't notice but this rocking motion apparently was allowing her to gradually move down the slope. As I leaned over to reach for the last cookie, she made a run for it, slid about 2' down until her amas hit the water, caught a little bit of wind and began to wiggle free. I had to jump up, run across the grass and grab her aft (yes, that's the correct word) just as she was about to take off. She wanted to go sailing NOW! I

Renegade Part 5 First Sail in Low Wind

By Steve Curtiss
curtoid@sbcglobal.net

quickly put on my PFD, moved her out a little from shore and hopped on.



My first impression after boarding her was that she was very stable compared to other multihull experiments I've done. When I first mounted I was feeling that nervous moment of wanting to get control before she heeled, turned or did something unwanted, but she was just sailing slowly waiting for me to settle down and get on with it. Then, of course, I needed to know whether I could get back to where I had launched from (this is an important item with a brand new boat design on the water), which meant whether she would sail different points of the wind, tack and jibe.



These questions were all answered quickly. Yes. Because the center hull has a flat planing shape and the amas are typically at shallow depth, she tacks very easily and can go from a beam reach around to the other tack and back onto a reach very smoothly, something many multihulls can't do. I found that if I put my hand up and grasped the connector rod between the boom ends and gave it

a little jog as the bow came through the wind, the battens on the sails popped over quickly and the boat powered up sooner on the new tack. Windsurfers frequently do that little pop move as they jibe.

Speaking of jibing, Renegade jibes inside in pretty much the same manner as a sailboat. Not having done this for a while, my moves were not practiced or smooth, suggesting I needed more cockpit time. As for speed, in 5-7kts average wind my GPS shows she gets around the lake at 4-4.8kts and can do 5.5kts on a reach. That's encouraging because it's a fairly high percentage of the wind for a 7m sail in low windspeeds, and it's also beyond the calculated hull speed for an 11.5' waterline, which is 4.6kts. So she's going to plane in some fashion, probably not in extreme form like windsurfers or skiffs, but with higher winds the center hull will indeed climb out of its own wave trough and get moving.



Overall, the side by side sail arrangement worked surprisingly well. The boat goes upwind like a bandit. Straight downwind is just like a regular sailboat, with both sails nearly perpendicular to the wind. Tacking at an angle downwind is the faster method, like multihulls usually do, and it takes a bit of knowledge to get the sails set at the correct angle and the apparent wind well forward of the beam. It's a little hard to tell at this point in light winds just how that functions, but with the boat moving near wind speed, even headed downwind, it will "see" the wind coming from forward of the beam.

So preliminary results look encouraging. I'm going to take small steps up the wind scale and see how Renegade progresses. More next time.

WEST WIGHT POTTER OWNERS WEB SITE

Technical & Modification Data

List of Potter Owners Worldwide!

Great Sailing Stories & Helpful Tips

No Dues.....Just Information!

www.wwpotterowners.com

In the summer of 2011, I heard that Leslie Berry's old canoe was soon to be hoisted up into the rafters of the Wynburg Barn as a decoration. To me, this was not idle news. I knew Leslie Berry when I was a little boy and she was an old lady. We summered on the New Meadows River, an estuary on the eastern side of Casco Bay. Leslie Berry lived in the Wynburg farmhouse overlooking the Basin, which is a large saltwater lake or hurricane hole, connected to the New Meadows River by the aptly named Narrows. Leslie's colorful sister Katherine lived next door in a house that half looked as if it came from Japan. There were stories of how Katherine would command young men in the neighborhood to paddle her about in the canoe as she would hold an umbrella as a parasol.

I grew up in boats. We sailed as a family, first in a 14' open skiff with Dad, Mom, three little boys and the dog. To accommodate our growing bodies and his dreams, my father began to build progressively larger plywood boats; a Glen-L 17 with cabin to sleep two, a Glen-L 21 with cabin to sleep four, then a large Phil Bolger designed sharpie whose shallow draft and leeboards made her perfect for cruising the shallow waters of the Chesapeake Bay near our Maryland home. I also canoed occasionally with my grandmother on Lake Waramaug in western Connecticut or on various ponds and reservoirs in south-eastern Vermont.

When I was about 13 my father built me a Glen L. Witt designed "Canyak," a decked V-bottomed plywood canoe designed for double paddle and a passenger. I loved that boat in my teen years and used it to explore the Narrows and the Basin. But away at college, I neglected my *Barracuda* and never rescued it from vines and rot as it lay by the side of the garage.

My rediscovery of the canoe as an adult came via a used Grumman sailing canoe bought for \$400 with its leeboards, aluminum rudder and lateen sail. For little money and less labor I could paddle the Ipswich River or sail in Salem Sound near our Beverly home. Surfing the web, I began to learn about the history of sailing canoes and the remaining small band of people who sailed them. I took the Grumman up to Maine and sailed her there as well as here at home in Salem Sound.

Late in the summer of 2011 I took her to the ACA Camp at Lake Sebago, New York, and discovered that, despite her economical charms and indestructibility, she was far outclassed and outtraced by better sailing canoes, whether made of fiberglass, carbon fiber, or wood.

A few days later, as I was telling the stories of my Lake Sebago adventure to friends in Maine, one of them mentioned the planned aerial display of the Berry Canoe. Once upon a time I learned that it, too, had been a sailing canoe. My informant believed part of the sailing rig might still survive. I knew immediately I had a plea to make.

The canoe had gone, at Leslie's passing, to the Wynburg Association and then to Rink and Denny Dupont, friends of the Berrys. For many years it was given two new coats of red paint every spring "to keep it dry" and occasionally it was paddled about the Basin. Someone remembered Billy Holcomb trying to sail it with a bedsheet 20 years ago. But now it had not touched water for seven years. I inquired and found it sound (if quite heavy with wrinkled paint!), temporarily



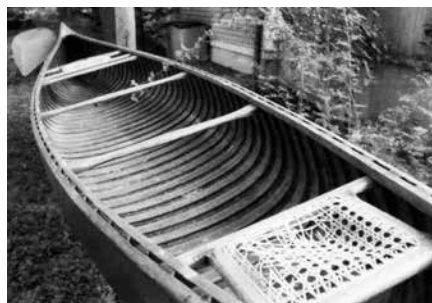
The Berry canoe shortly after arriving in Beverly, the canvas with about 50 coats of paint has been removed to start the rebuilding process.

Dr Berry's Old Town

By Paul Kelly

Reprinted from the Norumbega Chapter
WCHA Newsletter

stored in the basement of a neighbor's newly built summer home. The only immediately observable impediment to an outing on the Basin was busted caning on both seats.



At first glance the biggest problem appears to be the broken cane in the seats, but, there was more to come.

The Duponts were happy to abort their nostalgic decorative plans if the canoe could be revived and returned to life in the Basin. They reported that some restoration work had been done on the canoe 20 or more years before. I noted some thick epoxy covering faults in the planking on the bottom. A key-stone shaped block of wood had been inserted into one inwale at the center thwart to repair a crack. A broken rib toward the bow created a small, localized bulge in the hull. As to sailing, Denny's father had indeed sailed it 50 years past. The leeboards and leeboard thwart were retrieved from a shed in fine condition, but no spars could be found.

With good wishes from all, I was soon headed to Massachusetts with an old red canoe, a promise and a project. At home on my computer I searched how to fulfill that promise and soon discovered the website and forum of the Wooden Canoe Heritage Association (www.WCHA.org).

Both the WCHA forum and the Norumbega Chapter have been enormously helpful as I have slowly felt my way through the first steps of restoring the Berry canoe and returning it to service for both paddling and sailing.

The Duponts believed the canoe to be a 1903 Old Town and recalled a story that it

had accompanied Leslie to Georgia and back when she taught there in the '20s. The story, however, did not fit with the serial number. I received guidance on the forum about where to find the serial number and soon learned that canoe #106880-18 is an Old Town Guide Canoe (GS grade) with open spruce gunwales. The build record shows that the mast seat and step were added just before it was shipped on August 5, 1930, to Dr Gordon Berry of Brunswick, Maine. Gordon was Leslie's husband. The canoe was not red then, but stock green.

I bought Stelmok and Thurlow's *The Wooden Canoe* and began poring over its pages. In the summer of 2012 I moved beyond reading and started skinning the old beast. Removing the outwales did not prove easy. Due to the canoe's long life in salt water, many of the bronze screws in the outwales would not turn without breaking and, once broken, they would not back out. After hours of patient (and impatient) wrestling with the corroded screws, I ultimately bought a plug cutter to bore holes around them. The outwales, otherwise in sound condition, would not be returning to the canoe but could serve as models for their replacements. I wrestled similarly with the stem band and keel screws but was able to remove both stem bands and the keel without damage.



More damage and the corroded tacks became apparent when the canvas came off.

Pulling the canvas off the bare hull, I felt as if I had stolen a sylkie's skin and clearly she will not return to the water until she has her skin back. There was no evidence of gudgeons on either the canvas or the stern stem, so clearly she had been paddle steered when sailing. Canvas removal relieved the canoe of a great portion of its weight and revealed the expected grit or salt, sand and mud trapped

between the canvas and planking. I brushed it off as best I could and began examining the planking. I found some old patches and an assortment of holes and cracks, most likely recording encounters with rocks along the Basin shore.

Last fall and winter I learned more about the restoration process by participating in the Norumbega Chapter's Keewaydin repair and recanvassing project. I helped mill ribs and planking, steamed and bent ribs, tacked planking to ribs, stretched canvas over the hull and worked in filler on the old Cronje.

This past summer and fall, I finally stripped the finish from the interior, doing rounds with methyl chloride stripper and a scraper, then a full quick coat of stripper, a scrubbing and a hosing. Even after this I found I had neglected certain spots, like the underside of the inwales, and went back at it again. With the finish removed, I found hairline cracks full across 11 ribs as well as the one rib that had been more badly broken and was deforming the hull. The decks were in good shape and I decided to leave the inwales, preserving the repair at the center thwart which appears sound. I have found no evidence of rot anywhere on the vessel. Steve Lapey has kindly milled replacement ribs.



The interior is starting to look a lot better after hours and hours of work with paint remover.

I had begun work under a tarp strung between trees out behind my tool shed. The trees appeared to be about the right distance apart for the eventual recanvassing. After the grommets tore out in a storm, I found a 10'x 20' ShelterLogic auto shelter on sale at Pep Boys for less than \$200 and erected it in the back yard, where it has safely housed the old canoe for the past year.

In late August I decided to drive up to Atkinson, Maine, to visit Rollin Thurlow at Northwoods Canoe (<http://www.northwoodscanoe.com>) for supplies and perhaps some advice. Rollin had about 60 canoes neatly stored on site. Ten or 15, he allowed, were his. The main room of his workshop was large, with three canoes in process and several hanging from the rafters. In a finishing room on the back three or four more canoes were sitting while filler or paint or varnish dried. We conducted our business in his storeroom where I bought canvas, fasteners, filler and tools.

Rollin was amiable, interested in the canoe, and helpful in making recommendations. He was able to supply copper tacks, and yes, it would be best to retack the planking, carefully pulling the heads of the old brass tacks if it had come from, and would return to, salt water. As I pulled away, he called out and added four off spec pieces of rib stock for me to practice bending.

One assurance Rollin gave me was about the mast seat. The hole for the mast is located in an arced bump out on the forward side of the seat, which struck me as likely to prove awkward when paddling. Rollin said no, his experience was that the seat proved perfectly comfortable. Should I wish to leave the keel off when putting her back together, he was confident the screws holding the mast step to the bottom would still have sufficient grip for their task.

So the canoe has been stripped of its old varnish and the wood repairs have begun. Twelve replacement ribs are being milled. The seat frames are coming apart at the seams and will have to be reglued. The

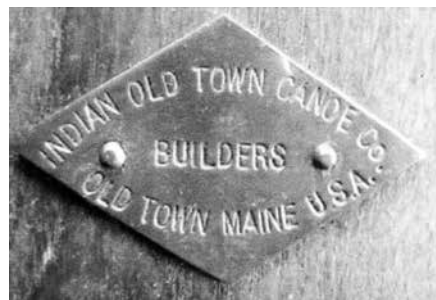
current job is to pull and replace most of the old brass tacks. After stripping, one rib was completely loose from all planking except at one gunwale. Many other tacks give clear evidence of having lost their holding power, which testifies against those that still retain their grip. Should they come loose later, after she is re-canvassed, the heads could float between the canvas and planking, turn and cut the canvas.

The encouragement and knowledge of WCHA members has been critical to my efforts to resurrect a beloved old canoe for both paddling and sailing. Many thanks for your assistance and fellowship. Wish me well and I'll keep you posted on progress!

The Oldest Old Town Has Surfaced in Maine

Reprinted from the Norumbega Chapter
WCHA Newsletter

Benson Gray Photos



Yes, the oldest Old Town found to date has been uncovered in Maine and it has fallen into the hands of the most deserving collector and historian of Old Town Canoes, Benson Gray.

The short version of the story is that this is the only known complete canoe made by the Indian Old Town Canoe Company that has surfaced yet. It was probably made around 1900, shortly after Alfred Wickett and George Gray teamed up to start making canoes as the "Indian Old Town Canoe Company." The organization was incorporated as the "Robertson and Old Town Canoe Company" in 1902 when John Robertson joined the group. The Robertson connection didn't last long and the name was shortened to the



"Old Town Canoe Company" in 1903. The serial number on this canoe is #201 but there are no records available to provide any additional documentation.

Benson was also able to get an early Old Town Molitor from 1921. It has serial #65775 and a custom paint scheme and was originally shipped to Auburn, Maine. The asymmetric long decks, closed gunwales, pocketed ribs and many other features are like the even older Morris Molitor models.



July 2013

On July 3 I started the arduous process of removing all the foamed spongy gorilla glue that I had used to temporarily hold the strips together. I used a very sharp #2 gouge to slice off the foamed glue and it came off quite easily. Once all the foamed glue is removed it will be time to sand the inside of the hull to remove all traces of the glue and to assist in leveling the inside surface. All voids will be filled with thickened epoxy to both tighten the hull and form a uniform smooth surface.

On July 21 I sanded the interior of the hull with my 6" sander/grinder using a #50 grit disc. This is a dusty, hot, backbreaking job and one of the pitfalls of boat building. I hate sanding but it must be completed if I want a fair and uniform interior hull on the boat. And to make matters worse, it was 92° today but fortunately we didn't have too much humidity. Once I finished this job it was time for a shower, an adult beverage and a nap.

After dinner I started to fill all the crevices, screw holes and uneven strips with my epoxy sanding dust mixture. On and off over the next 23 days I continued to sand and fill those spots that were uneven in the hull. Once all the crevices were filled I applied a sealer coat of epoxy to the entire hull. The sealer coat does several things, first it fills the grain on all the wood in the hull, and second it acts as a sealer to prevent moisture entering the wood prior to the fiber glassing process. Overall I used 112oz of resin and 56oz of hardener to complete the fairing/sealing process.

After one month of sanding/epoxy filling I decided I needed a break, so I started making the deck beams.



Melonseed Sailboat Build Part IV

By Don Kerr
Reprinted from *The Mainsheet*
Newsletter of the
Delaware River Chapter TSCA

August 2013

One of the essentials to building the melonseed's deck is its deck beams. The plans called for a 4" camber on station mold #7. I don't know what happened, but on August 1 I started to make the deck beam camber mold and it turned out to be a 4.25" camber on mold #6. I then made a sample deck beam by laminating 1"x.25"x64" cedar board on the mold. I used Titebond III glue for the lamination. After it had been clamped on the mold for four hours I removed the laminated deck beam, planed the sides and trimmed the ends. It looked great and had a nice curve so I went ahead and made 15 more over the next two weeks. The deck beams are made out of red cedar, cypress and 2"x4" lumber that was sitting around my shop waiting to be used.



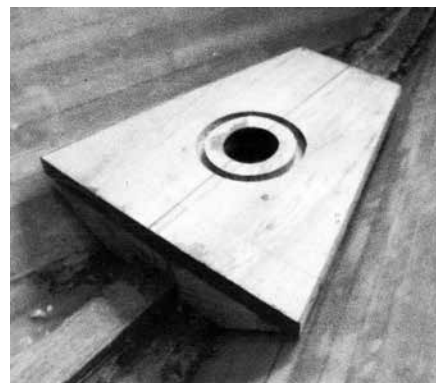
August 17 was a great day, low humidity, in the high 70s with a light breeze, a perfect day to fiberglass the inside of the hull. So that's what I did. First the port side which took two hours, and then the starboard side which took another two hours. The entire process used 4.5 quarts of West System #105 resin, 2.25 quarts of West System #206 hardener and 32' of 6oz fiberglass. For additional durability I overlapped the fiberglass at the keelson by about 12". The WS #206 hardener works great in our Mid Atlantic climate, it gives ample time to smooth the application and then dries to the touch in about four hours.

September 2013

Now that the entire hull of the boat was complete it was time to install the deck beam inwales around the inside perimeter of the boat. The inwales are made out of cedar and are 3/4"x1.25" and go from the inner stem to the transom. Prior to installing the inwales I sanded the hull's surface so that it could accept the new epoxy which glued these inwales to the boat's hull. I used 12oz of resin and 6oz of hardener and 27 clamps to install these inwales to each side of the hull.



Now that this was completed, I started to design the mast step. In talking with one of my fellow melonseed builders, I liked the idea of surrounding the mast step hole with a short length of 4" PVC piping. This piping will protect the boat's deck when it comes time to install the mast. To make sure that I had the correct measurements for the mast step, I made a cardboard pattern and then experimented with cutting a tapered hole for the mast and an adjoining 4" groove around the mast step hole for the PVC piping. After several attempts I finally figured it out and made the mast step out of white oak and epoxied it in the correct position in the hull.



On September 8 I started gluing up stock for the centerboard. I decided that the centerboard would be 3/4"x44" per the boat's plans. I made the centerboard out of white oak and cherry that I glued together with biscuits and epoxy. Once the centerboard was constructed I sealed the wood with epoxy that I thinned with about 5% denatured alcohol.

Now came undertaking the arduous task of determining how much lead was needed in the centerboard. After many emails to my melonseed builder friends and scouring the *WoodenBoat* Forum, I determined that the best method was to construct a box/tank that I filled with water and then submerged the centerboard into the box to measure the centerboard's displacement. This turned out to be a fun scientific activity in my boat building experience. The box was constructed of 1/2"

exterior plywood and had a spout at the top. I then filled the box with water, inserted the centerboard into the box/tank and measured the weight of the water that was displaced from the submerged centerboard.



From my experiment I found that the centerboard's displacement was 10lbs. I then cut two holes in the centerboard to accept the lead. To make sure that the lead stayed in the centerboard I used a slot cutter router bit to cut a groove around the inside of each rectangular opening. Then I melted the lead on my trusty crab pot cooker in an old aluminum pot and poured the molten lead in each hole.



Once this process was completed I found out that the lead actually weighed 12lbs and, coupled with the 15lb pound solid wooden centerboard, the overall weight is 27lbs. I then covered both sides of the centerboard with fiberglass and several coats of epoxy.

October 2013

Upon returning from a wonderful weekend at the MASCF where I was fortunate to purchase a SS goose neck and seven $\frac{3}{8}$ " blocks at the swap meet, I began constructing the centerboard trunk, which is also constructed out of white oak and cherry. As you might have guessed, I have been stockpiling white oak, cherry, cypress and Atlantic cedar for a number of years and had quite a stack. Once the centerboard trunk sides were constructed and cut to shape I fiberglassed the inside surfaces and just used epoxy on the exterior surfaces. I then glued them together with the corresponding head logs both fore and aft.



After many nights reading the *Wooden Boat Forum* to determine the type of fitting to use for the centerboard pin I decided to use a $\frac{1}{4}$ " inch brass nipple that is sized to fit a $\frac{3}{8}$ " bolt. I then cut a $\frac{1}{4}$ " hole in the centerboard, centered the brass nipple in the hole and filled it with epoxy. With careful measurement for both the centerboard and the trunk, I was pleased to learn that the holes were in alignment and my bronze $\frac{3}{8}$ " fit. Per Marc Barto's suggestion, I left $\frac{3}{8}$ " clearance on both sides of the centerboard. Some may say that this opening is too large, but after conferring with some of my sailing friends they agreed that this distance is necessary with the amount of sea grass and sea weed we have here in the Chesapeake Bay and its tributaries.



My plan is to next insert the centerboard trunk into the centerboard hole and then attach the headlogs to the outer keel. I will also install centerboard trunk logs to the side of the centerboard on its installation.

End of Part IV



Water Log

By Mike Bill

By Mike Bill

Reprinted from *The Mainsheet*
Newsletter of the Delaware River
Chapter TSCA

For all of my life (yes, even as a kid) I have always wanted to know where I was. My mother would take our family of five for a Sunday ride and would call getting lost "exploring." I'd be looking for signs and watching the gas gauge. When I was learning how to drive, part of the process was to actually pay attention to where I was going so I could find my way back.

Nowadays a GPS is an ubiquitous tool, almost everyone has one to use on the water or on land, especially if they are traveling further than the local WaWa. I still have many maps for trips that I'd made years ago, both in the US and Europe. Maps of the Caribbean to commemorate an anniversary cruise. Maps of places associated with my genealogical research on my family, to track the movements of my ancestors by their movements from England to New England and many other destinations.

When in college my alma mater had an organization call "Cabin & Trail." We hiked many trails in New England carrying little more than pancake mix, a fishing kit and a few beers. If we found berries, we had pancakes and berries. If we caught fish, beer battered fish. If we ran out of pancake mix, well... beer. One of the other tools that accompanied us on our trail repair weekends in the White Mountains were US Geological Survey maps that were printed on a heavy parchment stock. They were used over and over again and became trusted friends when it started raining and we were looking for shelters. In the end, it was common for them to be framed on dormitory walls to demonstrate accomplishment and reinforce nostalgia.

Just last week I read an article that said that these heavy stock charts, now the responsibility of NOAA because of their extensive use for us nautical types, would cease printing on the heavy stock as of April 2014. Charts printed on regular paper stock would still be available for those of us who need to see our journeys all planned out for us, but those heavy duty ones will go the way of Loran very soon. Like the old tools that were on our display at our last meeting, those charts were the tools of the avid voyager, especially one who would repeatedly explore difficult waters and needed to be durable to last, wedged in the thwarts while we tied off at our latest camping destination.

So, if you are looking for one of these charts for use or nostalgia, you only have a few months left.

The Yellow Rowboat

The smooth strips of ash were woven carefully, forming the shape of a traditional pack basket. Suspended by leather straps on his shoulders, it swayed rhythmically with my father's step. Because I was unable to maintain the pace of an adult walking through the woods, the pack's womb became my transportation along the shore line trails of Twitchel Lake. My earliest recollections of the Adirondacks were there. The world for me was guided by my parent's careful prodding, protection was as near as a pair of arms, swooping me to safety.

Our camp was at the far end of the lake, accessible only by boat or narrow trails. Built by Earl W. Covey and rented to my parents by Fred and Jonnie Elmers, the log building was our vacation home.

The times were good, my friends were invited, and the days went by smoothly, carefully orchestrated by my mother. This particular vacation was rainy, creating circumstances where parents try to keep their children occupied, and themselves happy at the same time. This was where my earliest memories of the Adirondacks were formed. In the boats and woods. The campfires were the setting for many stories, and an old player piano came alive with the aid of paper rolls and hard peddling.

Fred offered my father a unique proposition. Stored in the rafters of a boat house was an old boat. If Dad were able to repair and use it, the boat would become his. Unknown then, this profound act of friendship would directly affect me many years later. Called a "rowing canoe", the boat's many miles of transporting goods and passengers had taken their toll. Used up and put aside, the hull only offered an inkling of the beauty it once had.

Dad is an attorney. Raised in a large family by very practical parents, his liberal education started at an early age. Gifted with an ability to perform almost any task, his skills and practical knowledge had adequately prepared him for this job. After visiting a sawmill near the lake, Dad chose the longest and best pieces of wood he could find. These would later become the gunwales. Taking this wood and the boat home, he then started the laborious task of repairing all the damage.

Without the power tools found in a carpenter's shop, he hand cut all the tapers and bevels, the long pieces of wood needed. On the upstairs floor of our barn, he laid out patterns, where he soaked and bent the gunwales to fit the boat. He sistered ribs, stretched canvas, patiently filled and smoothed the fabric, and performed the many other tasks necessary to complete the work.

Many difficult hours later, he finished his part of the deal. Glistening in its new covering and fresh paint, the boat was impressive to a youngster. Like new by any standard, the boat was set aside for the following summer.

25 Years Ago
in **MAIB**



Soon, we had our own camp on the shore of a large bay which lay before the front porch. We would spend summers there. Instead of a few weeks. Mom and I stayed through the school vacation, with Dad commuting on weekends.

The summers were idyllic. Mom would row, while Dad, smoking his pipe, would fish from the stern. Her rowing strokes were long and smooth; very rarely could a splash be seen or heard when the oars entered the water. She would enjoy her exercise, and he enjoyed the break from the city and his clients. They would always go out in the evenings, when the water was mirror smooth and the fish were jumping at the flies stuck to the water's surface. They

trolled until twilight, when just after sunset, the colors turn a gray-brown monotone. Talking and enjoying their time alone, without interference from the children, they frequently traveled the whole shore line of the bay. Guided back by a campfire, the boat could be seen, slowly returning to camp. A bedtime snack was made, and the day would end.

The boat became our transportation, our toy and our friend. With three children, it suffered many indignities. Somehow it managed to survive swampings, hard landings and the clumsy handling children can give. Once, when my strength grew faster than common sense, I attempted to pull the boat up on the dock by myself. Dad

yelled for me to wait for his help, but I had it under control. Only when the boat was rolled bottom side up, did I see the torn canvas, caused by pulling the boat over a dock cleat. There were no reprisals, and, as in many other instances, the next day the boat had a fresh patch and was servicable once again.

As children, we were allowed to row the boat anywhere in sight of the camp. To assure that it would be easily spotted, my Mom had specified that it be painted a bright yellow. Continuing in service for the next thirty years, and suffering the damage of storms and much misuse, the gunwales Dad had made were now a mosaic of pieces. The carefully finished canvas was dull and patched. The broken ribs, caused by the jumping of many feet, allowed the floor to flex over the waves of power boats. The seats now moved freely, the attaching screws long ago stripped of any fiber to grasp. But still she could be rowed, magestically and easily. Her lines were uncompromised, her heritage was solid.

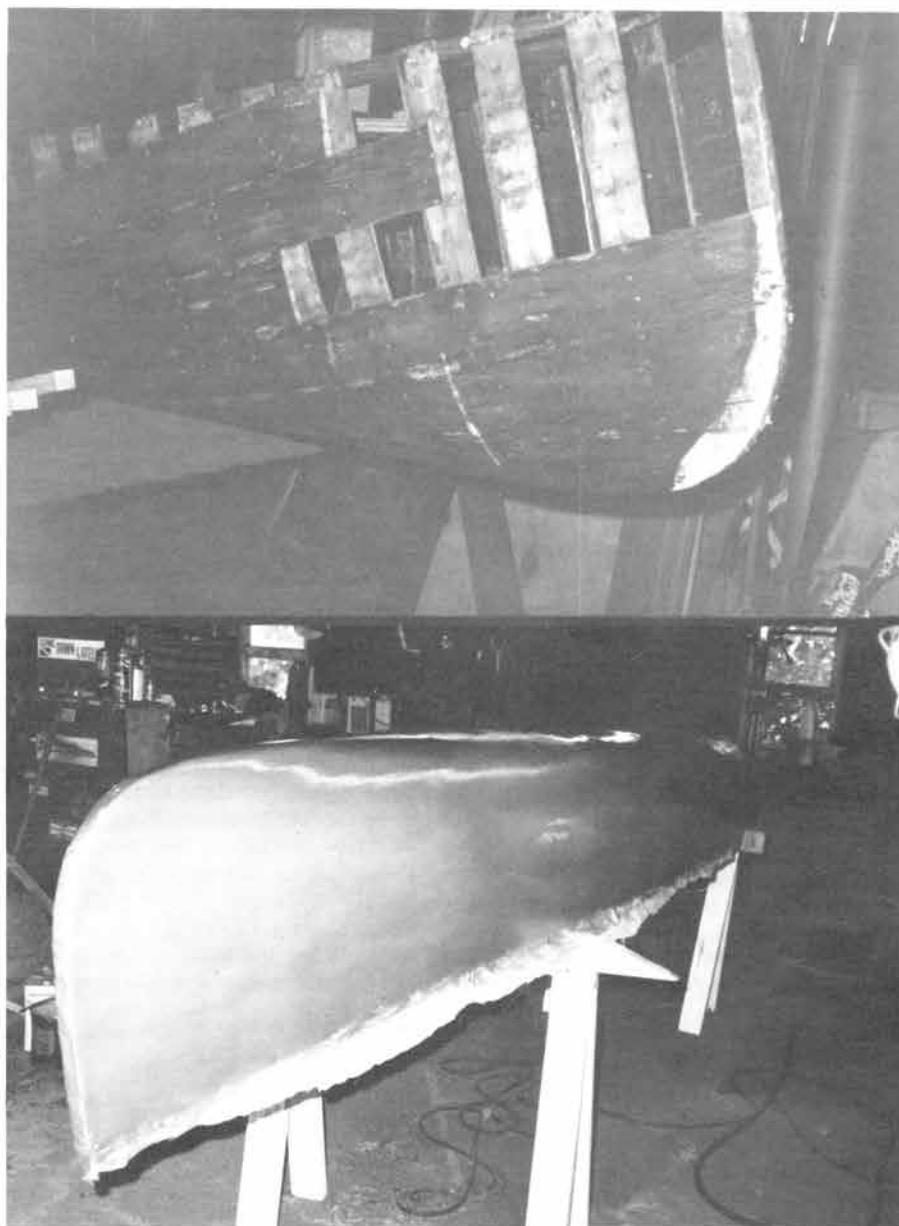
Mom died. Still early in his life, Dad later remarried. His interest in the camp and the equipment lessened with a new wife and summer home on Cape Cod. It offered all the amenities and little work. No longer was he able to haul propane cylinders or move a two story building with a borrowed jack, a winch and a lot of ingenuity. His life was changing, the many hours of work he spent in his youth, now afforded him longer vacations and less responsibilities to his law firm. With my step mother sharing duties, his time was made much easier. The camp became my obligation, I would have to follow large footsteps.

The boat sat unused, its canvas tired, lifeless and cracked. The scars it once carried proudly, almost defiantly, now ran deep. The broken ribs, split planking, loose seats and many leaks attested to the negligence that three children and the many years had brought. With deep remorse for its condition and wanting to relive parts of my childhood, I decided to offer it another chance.

A total restoration was necessary. Unfortunately, at that time I knew nothing of canoe construction, and the rebuilding seemed hopelessly complex. It seemed that the necessary wood-working skills and tools belonged to only a few, and I hadn't inherited my father's ingenuity.

After allocating generous funds, I left my tarnished treasure with a so called, professional boat builder. The following winter was to be the Phoenix, part of my youth reincarnated. By having the boat restored to a new condition, I would be able to again, relive and experience some of the feelings and emotions, now long past.

Impatiently waiting that long year, I imagined the pristine hull, the flawless brightwork, the resurrected boat. The next summer, expecting a gem, I was devastated.



The wet paint didn't hide the broken ribs, split and rotted planking or missing pieces. The same problems I had left were still present.

A year had been wasted, a lot of money was thrown aside, my dreams were shattered. Determined to salvage some of my vacation, the boat's use was important. But with the first launch many leaks were apparent, and when attempting to row it, a rowlock plate quite literally fell off. Instead of any elation, I felt broken.

With little experience, but with some of the drive Dad shared, I brought the boat home to rebuild. The "professional" had stated that it was impossible for the average person to steam ribs, or install an inner gunwale. Fortunately, there are many articles written on canoe building and restoration. I purchased all that applied. I now had the knowledge to perform the various tasks.

The first step in a canoe restoration is to strip the boat of its covering. Looking naked and vulnerable, its structural problems were readily apparent. The enormity of the task was suddenly clear. The books had left me unprepared for the hulk, sagging lifelessly on the sawhorses. Knowledge was not a good substitute for skill. It was then that I was prepared to admit defeat. Only the memories of how the boat had served our family made me continue. I owed it. I owed it the respect it had earned, through every rock, every blow to the bottom, every irreverence it had suffered. It was part of my roots. This boat could not be abandoned any more than could be my heritage.

This boat was built in Maine, of materials native to that area. Western Pennsylvania has none of those species of wood. Red cedar was substituted for white, long leaf yellow pine for the spruce, and because

of my aircraft background, a synthetic fabric was chosen to replace the canvas. All the broken parts had to be fabricated, using the remains of the broken pieces as templates.

Hours spent with paint stripper cut through the many layers of evolution. Unfortunately, the bare wood also revealed many more broken areas, adding considerable time to the original repair estimate.

My first attempts at steam bending were maddening. The ease shown in the books certainly didn't match my futile attempts. Not mentioned in any of the text was the knowledge that red cedar is very brittle compared to the original white. It was some time before a rib lay in its proper place, and the corner of the garage was littered with the increasingly many failures.

After the first success others followed, until all the broken ribs were finally replaced. With the efforts of a friend's surface planer, new planking was thinned sufficiently to match the original's thickness. Hundreds of brass tacks soon held the new wood planking securely to the finished ribs. New seats, seat cleats, decks and gunwales were made up to replace the damaged parts. Things were under way now, my confidence greatly improved as each task was finished, and the boat was brought closer to completion.

I parted from traditional materials in the covering of the hull. Small aircraft use a synthetic fabric called "Ceconite." Strong and very light, it is shrunk in place, as opposed to being stretched on, as the

original canvas had been. By using a "Piper" aircraft yellow, the finish color was similar to the one originally specified by my mother.

With many coats of varnish, the woodwork began to glisten, the various colors and hues contrasting sharply with each other. The bright yellow color with the smooth and shining woods brought a vibrance not seen in many years. My labors were quickly forgotten, as the boat once again showed the beauty inherent in its design. Its restoration was now complete.

Delivering the boat to my Dad's house, I was apprehensive, and badly wanting his approval for the work I had completed. His favorable response was welcomed and became a way of saying that my dues were paid. I had now returned a useless collection of woods to a functional tool, not unlike Dad's efforts so many years earlier. I had at last walked some of the miles in his shoes.

By chance, my wife had found a reprint of an 1910 "Old Town" canoe catalog. There, in the back pages was a picture of the boat! Our "rowing canoe" was in fact, a "Double Ended Boat". Identifying the manufacturer laid to rest the many speculations of origin. The paint stripping had revealed a serial number on each inside stem, easily seen through the varnish. A hurried call to "Old Town" quickly revealed a history unknown to us before Fred Elmers. Built and sold to Earl W. Covey in 1912, it was shipped to Big Moose Station. This had to be an error, the operator suggested, as I was calling from Pennsylvania. Excitedly, I explained where I had obtained the boat, and how the last piece of the puzzle was now in place. For

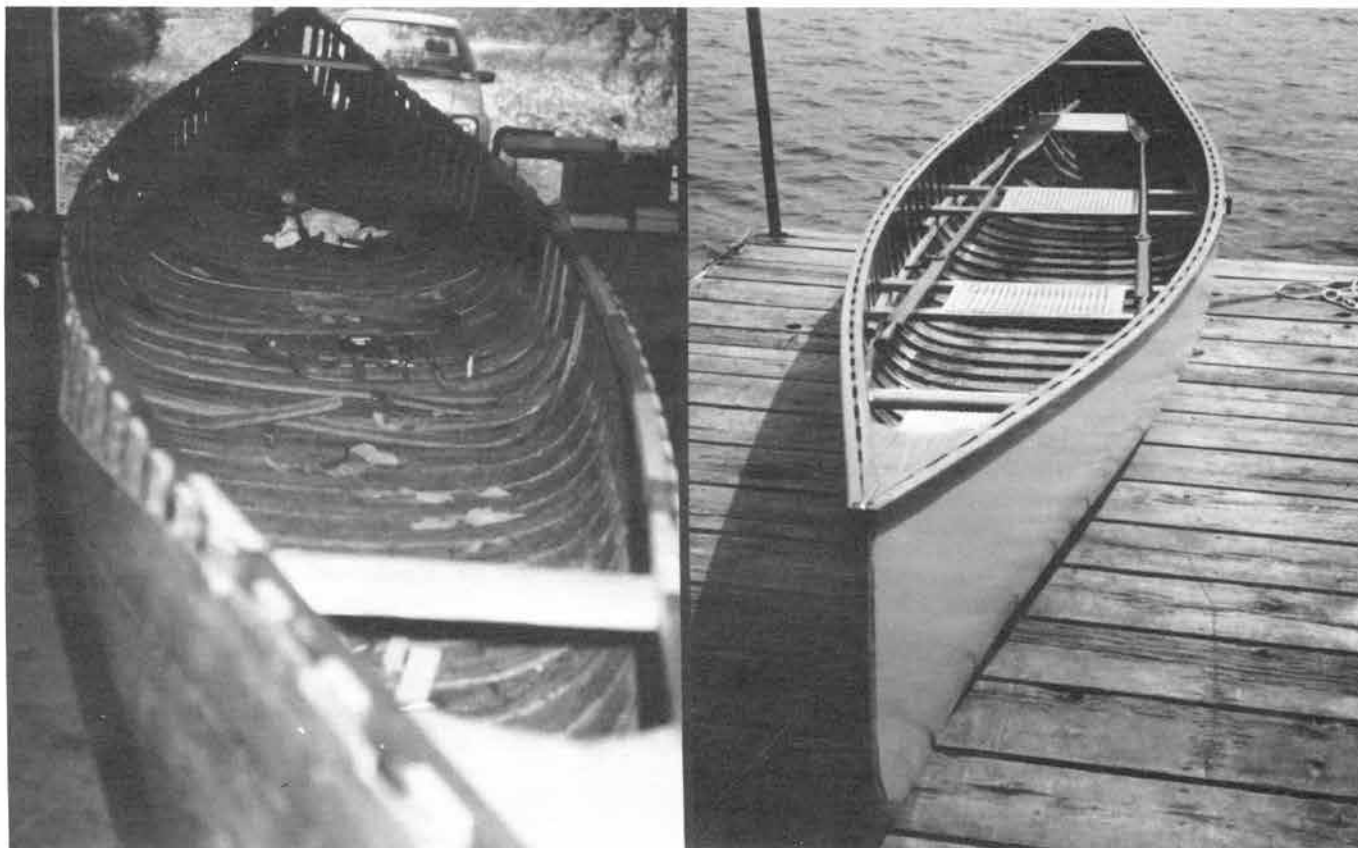
almost thirty five years we hadn't known of its heritage, only that Fred had acquired it when he bought his camp.

Later, while relating some of Fred's exploits, Dad told me of an episode in the boat's history. Fred had owned two of these boats, and at the landing at the other end of Twitchel Lake, was a car he wanted transported to his camp. The usual way to move a bulky object like a car was to wait for winter, then drive it over the ice. Having the right amount of "I can make due" attitude prevalent in the self-reliant people then, he decided he had all the materials necessary to do the job. By placing heavy planks across the gunwales of both boats, and carefully backing the car off the landing onto the boats, he probably had the first ferry known to Twitchel Lake.

A second effort was short lived. In attempting to duplicate Fred's efforts, another resident of the lake failed to recognize the significance of backing the car onto the planks. By driving his car on front first, he managed to push the boats away from the landing, resulting in a very wet and disturbing experience.

The boat's history and rebuilding is now complete. The satisfaction of finishing that task was tremendously rewarding. A great deal was taken from the boat, but now the debt has been repaid. It can now be handed to another generation, with the hope that they will experience the pleasures it has given me and understand the appreciation I have for my father's efforts. The yellow rowboat has endured, its legacy continuing with pride and grace.

Gardner Callanen





Arey's Pond Boatyard Fall News

Around the Yard

APBY is wrapping up its 59th year as we look forward to 2014 and celebrating our 60th year of building and repairing boats and our 50th year of teaching sailing.

Due to inclement weather, we had a slow start to the 2013 boating season, but we hit our stride in August and we have been able to maintain that pace into the fall. This summer our mooring field was full.

Service

Dean, Anita and the crew from last season have a firm grip on the annual routine. We have a busy winter schedule with work orders and we expect to have everyone hauled and in storage by December 15. Last year's winter storage hit an all time high and it looks as if winter storage will be full again. Currently Dean and his crew are fulfilling service tasks, allowing Tony to focus on new designs as well as improvements and upgrades to the APBY fleet.

Cat Gathering

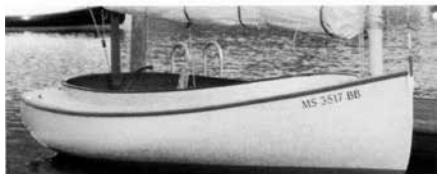
We had a beautiful day and lot of fun for this year's Cat Gathering. Please join us for the 22nd Arey's Pond Cat Gathering, August 8-9, 2014! For details and a listing of this year's times visit www.areyspondboatyard.com.

Boat Building

Senior boat builder Leslie and the new crew of Bill Nash and Patrick Otten have had another productive year of boat building. Six Open 16' Lynx and one 14' Cat were built and all are sailing on Pleasant Bay. Each boat was custom built to the owner's specifications with particular attention to the style of finish and wood trim. Additionally, the APBY 18' Caracal Cat design was finalized, lofted and molds have been made. Currently being planked.



Two Custom 2013 APBY Open 16' Lynx



Boatyard Improvements

We strive to keep the yard up to date. To implement this goal, we have installed a new ramp to the mast dock, upgraded our mooring

haul/launch boat, engineered plans to install a power wash station at our Rayber Road location and the crane truck is now up and running, allowing us to service our offsite spar customers. Our biggest change and improvement this year was to the Kayak and Paddle Board Center. There were a few delays getting the new center started, but by August we were renting paddle boards by the hour. For our customers' comfort we converted an outdoor storage area into a relaxing outdoor area to enjoy lunch, use the grill or just kick back and unwind after enjoying a day out on the water.

Restoration

Conjurer, the largest restoration project in APBY history, was sailing in October for sea trials and a photo shoot. She is now 105 years old and, other than a few finishing details, she has been completely restored, including being fitted with a new cabin and interior. Leslie and the boat building crew have also restored a 60-year-old wooden Comet and completed a new Columbia dinghy that had been planked but not finished. We are also in the process of restoring two 1970s APBY 14' Cats that will be for sale upon completion.



Conjurer Before and After



Sailing School

The season ended on a high note in August with beautiful weather, three weeks of full group classes and a steady flow of private lessons and rentals. Our thanks go to Eric Porteus and his great crew of sailing instructors, Lindsey Porteus, Bob Palmer, Mike Palmer, Emma Hayward and Julianna Thiel.



New and Departing Employees

We welcome Julian Davis, Tony's nephew, who has joined the rigging department and is currently working with Eric Porteus. Eric will be heading off to become an engineer on a private yacht. He has been a huge part of the growth of Arey's Pond Boat Yard, starting as a student 11 years ago, working his way to become Head Sailing Instructor and Assistant Rigger. Eric, we will miss you but wish you all the best with your new job!

Launching *Shorebird*

By Thomas Willey

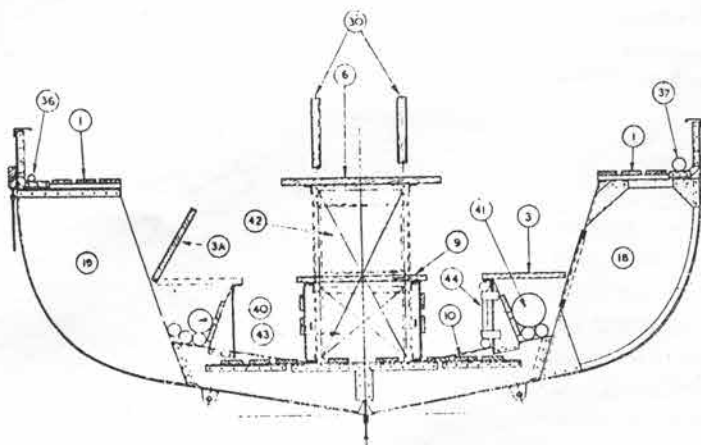


I launched my *Shorebird* in mid December after a 14 month labor of love and the satisfaction is great. I had a plan for the hull panels and bulkheads. I diverged from there and designed all the other features including the cabin, the keel, the centerboard, the rudder, the masts and sail plan. It sails, rows and motors. She has a soft cover over the hatch for sailing and a hard cover for trailering. I look forward to an extended vacation in southwest Florida ending around my 60th birthday in February!



The FLEMING Patent

fitted with FLEM
PROPEL



Midship Section

THE THWARTLESS LIFEBOAT HAS THE FOLLOWING ADVANTAGES :—

1. Provides increased and better facilities for the stowage of equipment and gives much greater freedom of movement and comfort to the occupants.
2. With equipment not required for working the boat away from the ship's side stowed out of the way and with clear side benches, seats, etc., speedier embarkation for the full complement is attainable and the boat can be cleared from the ship's side more quickly.
3. Thwarts are dispensed with and replaced with pulling tables under which are large storage tanks providing more than ample storage space for all provisions, tool and first aid outfits, etc. Lockers are also provided for items of equipment.
4. Under hinged lower seats are storage bins for oars, mast, sails, folding sea anchor, etc.

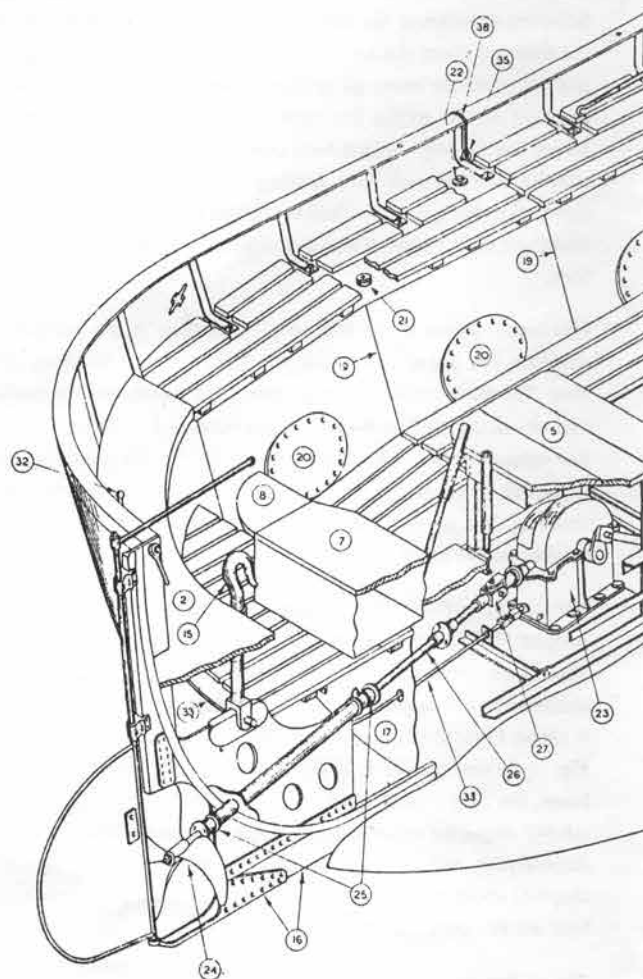
INNOVATION

A centerspread that's different this issue, featuring an innovative concept in lifeboat design, something that appeared in the October, 1951, issue of the "Journal of the Honourable Company of Master Mariners", a British publication that apparently served a close knit group of serious seagoing men since 1926. Anyone currently interested in human powered propellor driven boats might do well to study the details.

This drawing illustrates a 31 ft. 0 ins. × 10 ft. 7 ins. × 4 ft. 6 ins. lifeboat for 99 persons constructed of salt water resisting aluminium alloy with built-in buoyancy. Lifeboat has on board full equipment, provisions and water and is ready for immediate embarkation.

Similar lifeboats are also constructed of wood (loose buoyancy tanks) and of steel.

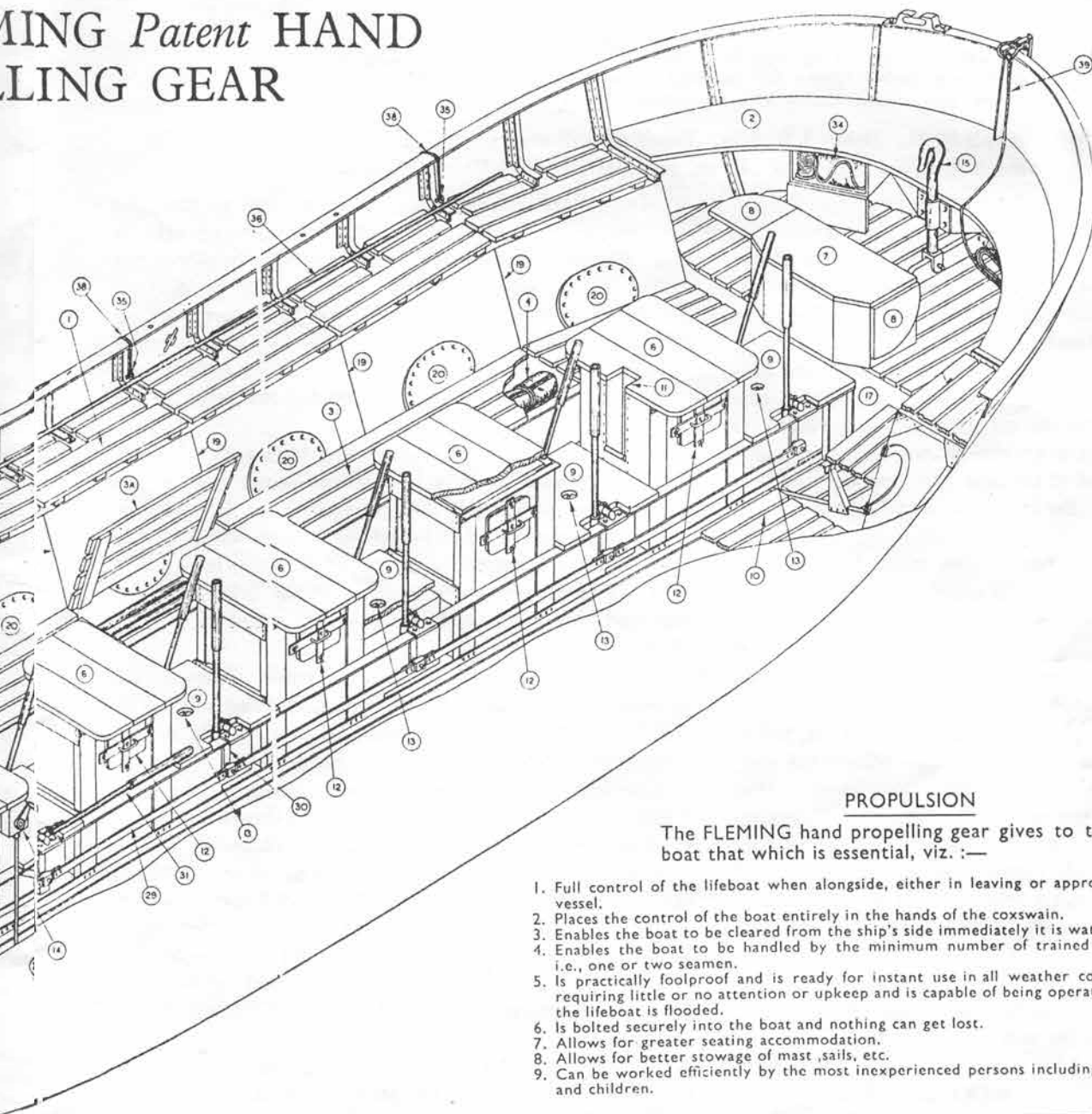
Larger and smaller lifeboats are also supplied.



I. R. FLEMING & Co. Ltd
Tower Building, Liverpool
'Phone: Central 0402/3 'Grams: Hardih

THWARTLESS LIFEBOAT

FLEMING Patent HAND PULLING GEAR



PROPULSION

The FLEMING hand propelling gear gives to the lifeboat that which is essential, viz. :—

1. Full control of the lifeboat when alongside, either in leaving or approaching a vessel.
2. Places the control of the boat entirely in the hands of the coxswain.
3. Enables the boat to be cleared from the ship's side immediately it is waterborne.
4. Enables the boat to be handled by the minimum number of trained persons, i.e., one or two seamen.
5. Is practically foolproof and is ready for instant use in all weather conditions, requiring little or no attention or upkeep and is capable of being operated when the lifeboat is flooded.
6. Is bolted securely into the boat and nothing can get lost.
7. Allows for greater seating accommodation.
8. Allows for better stowage of mast, sails, etc.
9. Can be worked efficiently by the most inexperienced persons including women and children.

1. Side benches.
2. End seats.
3. Hinged lower seats (mast, sails, oars and folding sea anchor stowed under).
- 3A. Portion of hinged seat lifted showing mast, oars etc., stowed.
4. Fleming patent folding sea anchor with endless tripping line. Stows in bag 8 ins. dia.
5. Pulling table (watertight tank for first aid outfit, charts, smoke flares etc., and gear box under).
6. Pulling tables (provision and storage tanks under).
7. Pulling seats (lockers for small gear, compass, buckets, lamp etc., under).
8. Hinged seats (spare).
9. Foot platform between pulling tables, water tanks under.
10. Bottom boards.

11. Mast socket.
12. Watertight doors in provision tanks.
13. Plugs in water tanks.
14. Manual pump.
15. Lifting hooks.
16. Cast stainless steel stern frame and skeg.
17. Partial bulkheads.
18. Built-in buoyancy tanks.
19. Airtight divisions between buoyancy tanks.
20. Manhole doors in buoyancy tanks.
21. Test plugs in buoyancy tanks.
22. Vent plugs in buoyancy tanks.
23. Gear box.
24. Propeller.
25. Stern tube glands.
26. Propeller shaft.
27. Universal joint.

28. Connecting rod.
29. Coupling rods.
30. Pulling levers.
31. Lever handle unshipped.
32. Reverse control lever alongside helmsman.
33. Reverse control rod in tube.
34. Fleming patent floating heaving line in box (one at each end under end seats).
35. Eyebolts for keel grab lines.
36. Boathook.
37. Steering oar.
38. Keel grab lines.
39. Spare painter.
40. Mast and oars.
41. Sail and oars.
42. Provision tanks.
43. Water tanks.

I read the following account of a ship's repair in a book I own that is over 200 years old. These enroute repairs (undertaken in harbour at low tide) surely merit enshrinement in the illustrious annals of make do; that always creative, if humbling, expedient we do when nothing else can be done. No doubt *MAIB* readers will sympathize.

The excerpts that follow are from the pages of *The American Register* of 1808 where they form part of an historically valuable narrative entitled "Journal of a Voyage between China and the North Western Coast of America," made in 1804, which manuscript, according to the *Register's* editor notes, was submitted by one Mr. Shaler of New York. This journal has seen only limited reprinting since, perhaps twice early in the 20th century and so I think it well worth quoting from here. First, a bit of background will help to set the stage.

William Shaler (ca 1773-1833), a native of Bridgeport, Connecticut, was Ship's Master and half owner of the American brigantine *Lelia Byrd* that traded in pelts (otter and seal mostly) that were to be sold in China. Skirting the west coast of America, he visited the missions of Santa Barbara, Santa Catalina, San Luis Rey and San Francisco, among others. He noted that the settlement of San Gabriel in the District of San Diego had produced 60 casks of wine that year. Shaler speculates, in print and in detail, how Spanish claims to those lands could be rather easily usurped by the military of the United States.

Shaler writes of both friendly and unfriendly receptions from the native inhabitants of these coastal regions, the descriptions and numbers of which indicate a people in decline due in large part to the ravages of disease imported through the new intercourse of international trade. Any trade inevitably included direct contact with ships' crews. There is an excellent article online on this subject by David Igler entitled "Diseased Goods: Global Exchange in the Eastern Pacific Rim 1770-1850." Igler throughout cites Shaler and his voyages as exemplifying such exchange.

Shaler, in his account of this voyage, issues one of the earliest extensive reports of travel by a US citizen to the shores of both California and the Sandwich Islands (Hawaii). When the *Lelia Byrd* dropped anchor in Hawaii in the late summer of 1805, Thomas Jefferson was President, Madison was Secretary of State, Napoleon was scheming Napoleonic dreams and Britain was offending everyone. Not the least offended was the United States for Britain's continued patrol of American waters. Only two years later the British would attack the American frigate *Chesapeake*. Eventually it would take the War of 1812 to resolve the disputes between the two nations.

Let us now join with Master Shaler and crew on the 8th of February 1804, aboard the *Lelia Byrd* as she departs from Canton, China. From the very start Shaler had misgivings.

"... my ship was so leaky that she required purging every 10 or 15 minutes, we had a stormy coast to beat up against the monsoon and then to grope our way through an unexplored ocean to the northwest coast of our continent.

On the 7th of March we had advanced as far as the south end of Formosa. This short passage, which may be effected in three days with a favourable wind, cost us an infinite deal of trouble, we had a constant contrary

A Ship's Repair, 1804

By Tim Holter



gale in which the ship suffered very considerable damages in her sails and rigging."

By the 18th of March Shaler was leaving sight of the uninhabited island of Todos Santos off the southern coast of Japan.

"We had now got entirely out of the regions influenced by the trade winds and monsoons and, in consequence, our voyage towards the American continent was continued with great rapidity, though not with much comfort as we had very stormy weather and a constant succession of hard westerly gales. On the 1st of May we arrived off Columbia River without having experienced any material damage except springing our foremast, which was also much decayed.

It was my intention to have entered this river to procure a new one and some other spars that we were in want of, and which are very abundant there but, during eight days that I plied off the river, the weather was so tempestuous that I never dared to attempt crossing the bar, on which the sea broke with horrible fury."

While in one of the coastal ports (that is, ports in the mostly natural sense, not the commercial) a thorough assessment of the ship was conducted.

"... in a still harbour, we hoisted out our foremast and fished it with the timber we got

Portrait of William Shaler by an unknown artist. (Courtesy of the New York Historical Society.



in California, but I found it in so bad a state that all we could do was to botch it up so as to serve for a time only. We also examined the ship's bottom and had the mortification to find that the sheathing was fast going by the myriads of worms that had lodged themselves in it."

We can adduce from this and the other entries that Shaler had little confidence in the seaworthiness of his vessel. Various and ongoing makeshift remedies were attempted on the troubled ship. But we come now to the most interesting and detailed entry regarding the repairs made to the *Lelia Byrd*. I alert the reader to the faithful reiteration of old place names, variant spellings and punctuation usage that is found in the original publication.

"We warped the ship into a small cove, and landed the cargo and everything moveable under tents that we had previously prepared for their reception. The Indian inhabitants of this island, to the amount of about 150 men, women, and children, came and encamped with us, and readily afforded us every aid in their power.

After caulking the ship's upper works, and paying, or rather plastering them with a mixture of lime and tallow, as we had no pitch, tar, or any resinous substance on board, we careened her. We found her bottom in a most alarming state; the worms had nearly destroyed the sheathing, and were found to be lodged in the bottom planks.

I was now pretty well assured of what I had long before feared; that is, that she would not carry us back to Canton. We, however, repaired the first side in a tolerable manner, and paid it with a thick coat of lime and tallow; righted and hove out the other side, which we found far worse than the first. The keel and stem post were nearly reduced to a honeycomb.

It was necessary to heave her out, in order to apply effectually such remedies as were in our power, but unfortunately we hove her rather too far, and she upset and filled. This was a sad misfortune. It did not discourage us, however, and we went to work with spirit and resolution to remedy it, and had the satisfaction of righting her the next day, without apparently having suffered any material damage.

The day following we pumped and bailed out the water, and the day after hove the ship out a third time, but had the misfortune to find her leaking so badly that we were obliged to right her immediately.

I next determined to lay the ship ashore at high water, and endeavour to repair her when the tide should leave her. This experiment was tried without effect, as she buried herself so much in the sand, as to put it out of our power to do any thing effectual; but the greatest misfortune was, that, as the tide came in again, we found the ship leaking so badly that both pumps were necessary to keep her free.

This demanded an immediate remedy; and as the leak was known to be aft, I ordered the mizenmast to be cut away in order to come at it. The leak was soon discovered by this means, but so situated that we could apply no other remedy than the lime and tallow that had been previously prepared for her bottom; this mixed with oakum, was driven down on the leak, and we had the satisfaction to see it reduced by these means to one pump by the time she was afloat.

We now burnt a large quantity of lime, which we made into stiff mortar, and put on the first, laying a platform of boards over it,

and covering the whole with several tons of stones, to keep it firmly down. This new method of stopping leaks we found to answer very well, as, in the course of a few days, when the mass had consolidated, the ship made very little water.

By the 8th of June, the ship, was again rigged with a jury mizzen mast, our cargo on board, and we were again ready for sea. On the 12th we bid adieu to our Indian friends, and left Port Rousillon with the intention of running down the coast and, if we found the ship not to leak so much as to be unsafe, to run for the Sandwich Islands, where I determined to leave her, and to take passage in some northwest fur trader for Canton."

And this he did. William Shaler was a colorful character. Besides suggesting we wrest control of California from the Spanish (neither the Spanish nor the Americans bothered to ask the opinion of the indigenous peoples) and his involvement in the China Trade, Shaler served as Special Agent for the United States in Havana and later participated in peace negotiations in the War of 1812.

And, bye the bye, he found the time in 1812 to directly encourage an unsuccessful rebellion in Spanish Texas. From 1818 to 1830 he was Consul General at Algiers. Among other writings he published "Sketches of Algiers" in 1826 and "On the Language, Manners and Customs of the Barbary, or Barbary of Africa" in 1825.

Shaler died during a cholera epidemic in Havana in 1833. Here, truly, was a man who lived large in the sweep of history. The New York Historical Society at Luce Center owns a portrait of him painted from life. The entirety of the journal, which the above excerpts give hint to, is as fascinating as it is historically important.

The last half of the account is a description of the customs, industry and conditions Shaler encountered while in the Sandwich Islands, making this particular number of *The American Register* much sought after by collectors of "Hawaiiana," collectors of books about California likewise and, of course, it has a place on the shelf of any library devoted to "Nautica."

The American Register of 1808 is subtitled a "General Repository of History, Politics and Science," though literature and poetry sometimes found their way onto its pages. Included are notices of appropriations for the financial relief of Revolutionary War soldiers (individually named), appropriations for the building of bridges, canals and lighthouses. Here we read of an act to erect a lighthouse at Pt. Judith, Rhode Island, a proposal to build a bridge across the Potomac and an act to protect the commerce and seamen of the United States against the "Barbary Powers."

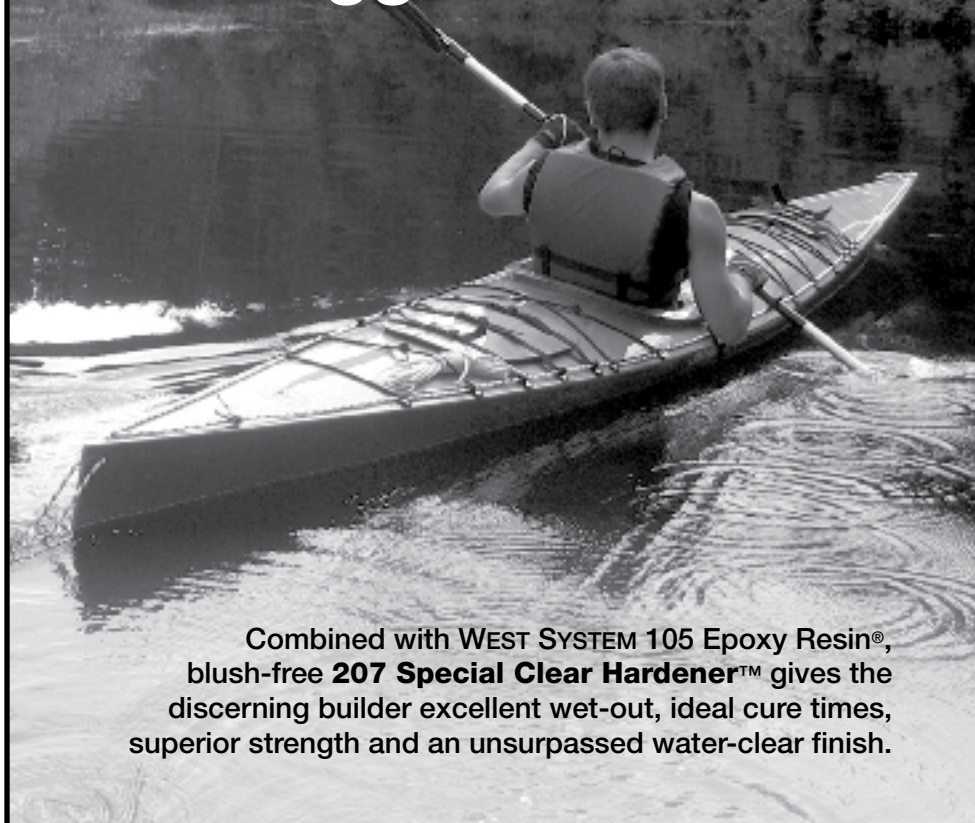
Proposals to finance war can be heard rumbling through these agenda. The articles

on canals were written by Robert Fulton who, obliquely, ponders mounting a steam engine onto steel rails to convey goods, something which, if I remember my history rightly, was being experimented with in England at the time. Fulton's main suggestion for the engine was to pump water in and out of locked sections of canal.

I acquired my copy of the *Register* in the early 1970s when "Americana" could still be had cheaply if one was willing to sort through dusty stacks of books in basements of old bookstores. I couldn't be kept out! It cost me a dollar. I blush now to say that I negotiated the book down from a price of two dollars. At the moment, a bookseller is offering the volume, on consignment for me, at a price of \$2,500, enough, less his commission, to put a ceiling on my shop and buy some good wood.

A bit off the subject and of less interest to *MAIB* readers perhaps, is the editorship of *The American Register* by one Charles Brockdon Brown. Brown is considered America's first "Man of Letters," which is to say, the first person in America to earn his keep solely through the efforts of the pen. He wrote spooky Gothic novels in the 1790s, edited various periodicals and is generally credited as being a major influence on the writings of Edgar Allan Poe, whom he never knew. Brown's novels remain in print to this day.

Rugged. Beautiful.



Combined with WEST SYSTEM 105 Epoxy Resin®, blush-free **207 Special Clear Hardener™** gives the discerning builder excellent wet-out, ideal cure times, superior strength and an unsurpassed water-clear finish.



**WEST
SYSTEM®**

866-937-8797

www.westsystem.com



Another guy who went to Maryland without me. Chip and family seeing the sights at the museum in St Michaels, a place worth going to see if you like old boats and you all do.



Howard's 80 horse four stroke still isn't running well, so instead of dumping it in the ocean like I suggested, he took it apart again just to see if he could find anything wrong. Pulled pistons and then put it all back together, all in two days and the thing started right up. I still won't trust it to take me across the river and we all might chip in and buy a new engine for this boat so we can use it.



Jim is going to fool around and finish his boat one of these days, still waiting for him to bite the bullet and buy his motor.



Paul's 40lb tugboat has enough power to pull him against a headwind. This may be a new use for radio controlled boats.

From the Tiki Hut

By Dave Lucas

Winter Comes to the Tiki Hut



Feeding the stove with our scrap wood is a constant task, it burns so fast we may need to get in a supply of real firewood!



Richard H is on my favorite part of boat building, sanding the hull and seeing the curves come out. This is Cortez Melonseed #15, I think. He's inside for the winter up in Massachusetts so it should be ready for the grandkids next spring. (See "Building a Hol-low Mast" in this issue—Ed)



And Sandy's doing the same thing on a smaller hull, a little canoe. He keeps getting talked into making these things for relatives but he loves doing it. Layer of glass going on. Sandy's using cypress for the wood on the boats instead of the usual cedar. It's a little heavier, not much but easier to work with and costs a lot less.



Here's a boat Steve saw anchored in Sarasota Bay. This is not something seen very often, like never for me. I wonder how easy it is to handle? And is it worth all the extra lines. Personally I like a catboat with only one sail and no standing rigging.



Kevin wants a large flat bottomed boat for shallow water work in the Keys and he wants to build it himself, sounds familiar doesn't it. There's just something about building your own boat instead of even thinking about buying one even if you could afford it.



A melonseed by Steve B. These hulls are so much loved because of the great shape and curves. Make them as fancy as you want (like Steve here or Barry Long) or as simple (like me) but either way they are real beauties.



It was that time of year again to have to clean up the shop. It's a good thing we have to do this else we'd be up to our ears in junk. Here's Cessna wondering what happened to all her stuff.



Here's the same place the next day filled with wild and crazy people. It's just shocking how many people will ditch their old time family traditions and families to come out here and get abused by no telling who. It may have something to do with having to prepare only one dish, having no setup or house cleaning and no cleanup at the end, you just pick up a drink, drop your plate in the trash and wander off to look at the water or listen to Stan playing rowdy songs in the hut. There wasn't a single complaint about the dust and spider webs. We estimate that there were between 50 and 60 people here this year. Being the host, I had the job of hugging all the girls hello and goodbye, someone has to do it, don't they?



Boat rides were an ongoing event.



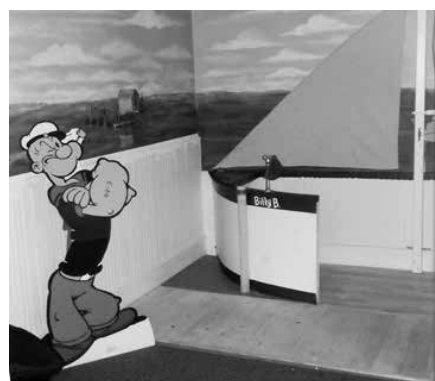
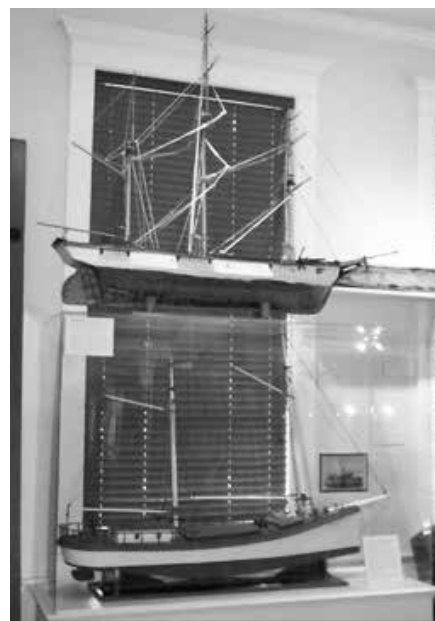
It was not all peaches and cream, had to watch out for the dirty, wet dogs.



The Maritime Museum asked us to bring some boats out to display last week. Here's Jim cleaning up his Carpenter.



Here are some shots inside the museum. They've done a lot of work remodeling the place, visit them if you're ever in Bradenton. I can think of some antique tool collectors who'd love to get their hands on this sign.



They even have a kids' room.



These things wash up on the beach once in a while and scare the women, children and Steve. It's a giant placostamus, the little tropical fish that's put in a fish tank to clean the glass. As you can see, in the wild they get big and ugly. We try to get all the dead fish off the beach before the dogs find them so they usually end up on *Chelsea's* bow to be dropped off on the way home for the crabs to eat.

Messing About in Boats, February 2014 – 35



I took a picture of Mike Burwell in his Marsh Hen a while back and here's Curt Bowman doing a painting of it. Michael sold this boat shortly after this picture was taken and is working on replacing it with some little cabin boat. It's hard going from this great boat to some dinky little slow ass POS.



Mike Wick always sails right on the verge of getting into trouble. Here he is in the boat he cold molded from the hull of a Cortez Melonseed. Check the rudder angle, looks like he's about to round up and play bumper car with the other boat.



Here he is a few years ago, Howard and I were watching from the lighthouse bar in St Michaels and just knew he was going to jibe in this gust, capsize and go swimming. We were disappointed that he managed to keep her upright, damn.



My new sail, I traced the duck and letter onto the stick on stuff.



This in my tabernacle I made so raising and lowering the mast would be easy and it is. All I have to do is unlace the lines holding the gaff and boom jaws, pull the bolts, attach the lever to that eyebolt and it all comes down with one hand. All of the lines are still attached so it only takes a minute to put it back up and be sailing. I made it from a 3"

PVC pipe that I cut and shaped and glassed. PVC becomes very soft and flexible when heated so it can be shaped as needed. It has to be heavily reinforced with either fiberglass or carbon fiber; I used both. The mast has to be reinforced here at the pivot point also.



Up front is the best place to sit for a tour on Sandy's little tug.



Cute girl in a kayak, this is summer, one of the honeys we try to discourage from coming around and messing with us. Like all women, they ignore us. We've noticed that the women who like to come here are very self reliant and sure of themselves. Give this one any crap and she'll come back with something like, "how'd you like that other hip broken old man."

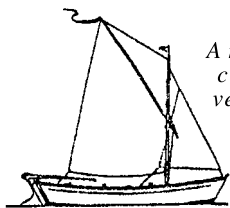


The little boat that Howard built for Red needed a trailer to move around the yard so Steve found an old rusted out garden trailer in the woods and used parts of it for this.



We've had some really low tides and some really high tides this month. Here's a really high tide, the end of the dock is under water. Notice that the plants growing out of the pipes are doing pretty good.

CONRAD NATZIO BOATBUILDER



*A range of small
craft plans for
very easy home
building in
plywood*

For details, visit the website:
www.broadlyboats.com/sections

or contact:
CONRAD NATZIO BOATBUILDER

**15 Lanyard PI
Woodbridge, Suffolk
IP12 1FE
United Kingdom
Tel +44 1394 383491**





HISTORIC CRAFTSMANSHIP

Winter Greetings from Tumblehome Boatshop

<http://www.tumblehomeboats.com>



Boats are tucked safely in our new storage building for the winter. The shop floor is bustling with projects. Our crew is enjoying holiday treats from our treasured clients. On behalf of all of us, thank you for a truly enjoyable and successful year at the boatshop. Cheers to many good boating days ahead!



Historic Reunion

Three of the known remaining five original 1926 Sound Inter Clubs now rest safely for the winter in our new storage building. This is the first time these three boats have been together since they sailed on Long Island Sound around 1937. From left they are *Aileen*, *Caprice* and *Ghost*.

Shop Talk Dates

Join us from 10am to 12pm on February 8 and March 8 (both tentative, check our website for confirmations).

Stop In

Our lobby is warm, with a great view into three boatshop. Stop by sometime this winter.



Welcome Back

Don Potter, our wintertime boat builder, is back from Alaska.



CHESAPEAKE LIGHT CRAFT

THE WORLD'S MOST POPULAR KITS AND PLANS



Expedition Wherry

KITS & PLANS FOR KAYAKS • CANOES • SUPs • ROWING CRAFT • DINGHIES • SAILBOATS

95 AWARD-WINNING DESIGNS | EPOXY, MARINE PLYWOOD, TIMBER, AND MORE | BOATBUILDING CLASSES SINCE 1994

CALL 410-267-0137 OR VISIT CLCBOATS.COM FOR A FREE CATALOG AND MUCH MORE!

Moaning Stool 1 Their Dirty Little Secret

I was just looking at the Glen-L gallery of pictures of home built boats and their ineluctably proud builders for the hundred-and forty seventh time. Mostly, I've been searching for an easy explanation for why most real boat builders seem to have boats that match from side to side. Call it jealousy. But after studying a raft of different builds from all over the world, I think I'm finally on to their dirty little secret!

These guys all have arms that can reach at least seven feet. They have to. Oh yeah. And they all have FRIENDS with nothing else to do on Saturday afternoons but hang around the boat shop and line up to roll heavy stuff over. Sometimes these friends even manage to carry the whole boat outside before they turn it over. The (apparently spontaneous?) collections of weak minds and strong backs could be attributed to the promise of beer, even cookies, in some dry counties. But now that I have parsed out the secret of what I'll call "boat builder's reach," I can take some small comfort in my own relative inadequacy.

When I started this *Roughneck* project (seems like about a year ago) two weeks back, I was pretty sure that I couldn't assemble the big parts on the shop floor. And that was certain to be a big problem. This is my third or forth attempt to build a shanty boat cabin. But always before I put the bones up in a line that I could check for square and true and plumb and fit. They were small enough to allow for a few vestigial accuracy checks. Not this one.



The Bucket List Part 14

By Dan Rogers

As it is, the current project's coach roof soars just about too tall to get out of the shop doors with the hull sitting flat on the floor. I just didn't have any reasonable method of building major parts (that's a cabin frame with top sheeting already in place) and then lifting it up onto the hull. Maybe an army of smiling Glen-L peons could have managed. But I'm pretty sure those guys don't come this far north during the winter months. And then there's the thing with my boat builder's reach deficit.

I checked. There was just about no way I was going to stand on a ladder and reach to the middle of this cabin top and get things to lay together at all amicably with my head banging on the shop ceiling. So I built the "lid" separately with the remotest of hopes that if it could be levitated into place, the rest of the structure would miraculously appear under it. I figured all I had to do was continue to cut up perfectly good sheets of plywood into narrow strips and count on the night shift to glue and screw 'em into a framework. That was the plan anyway.

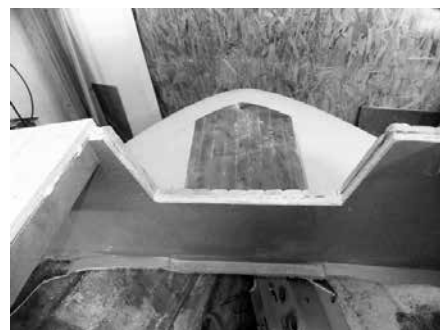


There's also the matter of building a boat cabin out of pure imagination and nary a shred of proper calculations. I really didn't know how long, or wide, or even how tall this thing would be until I saw it in place. Talk

about expecting a lot from the night shift. Maybe this boils down to that old quip about modern painters, "I don't know much about art, but I know what I like." I suppose that was Mark Twain, or Alan Ginsberg maybe. And I doubt either of them ever took on this sort of experiment. Anyway.



I was working around the nose of this rather unique floaty thing. I was actually using the saber saw to cut through the forward most bulkhead and make a miniscule companionway. I didn't really leave enough room for somebody of my current (and certainly future) agility to clamber around the outside of the cabin to get aboard from the foredeck. This is, of course, a good thing to be able to do if you are attempting to come and go from a beach, for example.



I laid out the cut from reference marks penciled onto the gel coat and measured from points that really should have been even. One of those contortionist's nightmare cuts. I could either reach the spot and not fall off the ladder, or I could see where the cut was supposed to go but not quite reach the spot. Yeah, without falling off the ladder. You've probably been there, too.

Even so, it was a bit of a shock to see that the middle from the outside was about 2" inches different than the middle from the inside once I had butchered the hole out.

I have a well equipped shop. In fact, I have more than one moaning chair. One is a stool for seeing FUBARs from a "higher plane." I stationed one moaning chair inside the boat. The other I placed at several differ-



ent vantage points around the perimeter. No real indication of why the corners were in the right spots. It was the middle that wasn't really in the middle.

My friend Sam, the engineering genius, finally came home from visiting his grandkids in Arizona. Sam's another SOCAL expat. He doesn't do boats so it isn't quite so traumatic for him when the lake turns into a skating rink. He flies his RC planes out on the ice and thinks it's just fine that way. Anyway, Sam came over to help me figure out if my cabin top was gonna be strong enough. I think I was out of the classroom with a hall pass during those ten minutes they taught engineering at my school. But I find if I use phrases like "those fasteners are in shear..." or "let's consider the individual moduli of bend for these support members..." or, my absolute favorite, "yeahbutt! Lookkee, the inertial moment on that spar!?" I can pretty much hold my own. As long as I get to use a calculator and there are no postulates or theorems involved. And it usually helps me conversationally to invoke that Bernoulli dude a few times.

What I wanted Sam to tell me was if my cabin top was gonna fall down. Actually, what I REALLY wanted to know was if I could cut some of the supporting members out of the existing structure. After using about half my tablet he said, "Yeah, probably. Why don't you just cut one of them and see what happens?" With that, I was hacking and slashing and that's when I found out that I'll never make it into the Glen-L gallery. The sides of MY boat don't match. And all the moaning chairs in the world ain't gonna fix that. So *Roughneck* is just gonna show a little more red running light than green. Probably nobody's gonna notice. Probably.

I'm gonna go sit in the moaning chair and see if I can figure out what comes next. If you'd care to join me, you can use the stool.

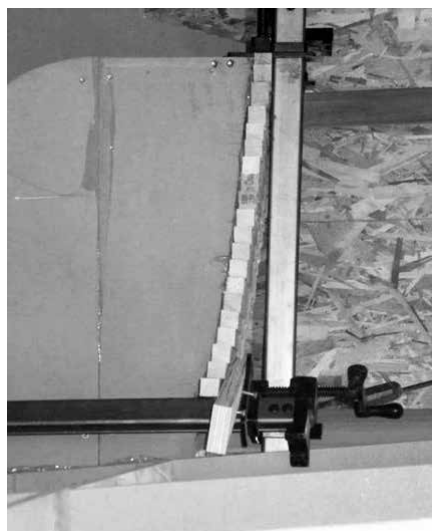
Moaning Stool 2 Turning Square Sticks Into Curves

I tried this rather late last night. I gave it up when I got to the point that required brain cells to compound miter the ends around slopy and angled stuff. After a second cup of coffee it didn't seem quite so hard, now that the sun is up.

The support frames for this short but curvey deck were more or less shaped by eye with the bench disc sander and stationary belt sander. So, the bigger world of logically progressive curves was pretty much lost in the dust collector. Somehow the idea of putting a piece of plywood on these little shapes didn't appeal to me, although it would have saved a couple hours of fussy work.

About 30 years ago I made the blunder of simply measuring up from the boot top on my auxiliary sailboat and adding a new water line "line." If you've ever done such a horrible thing you will know exactly what my mistake was. I was attempting to transpose a two dimensional solution onto a three dimensional shape. Not a happening thing there, shipmate. What a wavy, screwy thing I did way back then. I really wanted the option of a second chance to straighten things up this time if I miscalculated.

And since the curves change with the horizon more than consecutively (from one frame to the other), I couldn't see any way to cut a constant bevel for where the covering staves meet those (quite imperfect) curved surfaces. Soooooo, these sticks are bedded in thick glue and I'll tape the joint from inside before doing some sort of trim on the outside. It could work. Nevahknow.



Lots of TBII, a liberal globbing of PL Premium, all night in the clamps and voila!



Not exactly prime time, not yet anyway. First off, I gave it a shot with a slow-turning orbital sander and about #120 grit this morning. The edge trimming got some

care, and not a little luck, to avoid dinging the cedar vertical overlay.

Well, after starting with those initially timid attempts to level this stair stepped wannabe deck, I got grittier and grittier. Finally I went at it with an angle grinder and #20 grit wheels to employ what I normally think of as "chain saw surgery." Anyhow, after then getting back to more civilized with the grits and finally down to my Festool sander and #120 grit pads, it's starting to look more or less like it could work. The trim strips will have to be figured out but will actually run in a (hopefully) parallel line to the water. That is, if I get the water where I think it should be after changing just about every weight's amount and location. Other than that...



I kinda doubt that the mainstream guys will think this is all that brilliant, but there are no visible fasteners, there isn't any stress on the glue joints and, with some luck, it'll look a little like a steam bent solid 16" wide board was employed. I owe it all to Mr Titebond and Mr Freund, who sends me those really nice thin kerf table saw blades.

Moaning Stool 3 Yet More Fiddly Bits

It's just two days after Thanksgiving, we have snow on the ground and the Boat Shop is supposed to be closed to anything not on the Approved List, honeydos, Christmas projects and "items of domestic value." I'm quite certain that what I worked on this afternoon doesn't meet any of those criteria. But hey.

Things are coming together for *Roughneck*. The poor, derelict hull that was slated for demolition is really beginning to look like what I was hoping she would be beginning to look like about now. Up until a few days ago I was going to content myself with some sort of opening center panel in the windshield to climb in and out of and to handle foredeck chores from. That notion foundered

rather dramatically on the rocks of practicality. Nope. Just not a good idea. Soooo.

I brought the sawzall aboard and removed some rather hard won framing members. I proceeded to cut a large chunk out of the trunk cabin's forward bulkhead and then I curled up on the moaning chair and tried to figure out how that was all going to be a good idea. And then, just to make sure, I hacked an even bigger hole. After attempting to clamber in and out of my "foredeck companionway" a few times it was pretty obvious that the poor thing needed to be checked out by the ergonomic department.



After conjuring up any number of grandiose schemes in the moaning chair, I settled on a simpler approach, sort of. About then it was long after quitting time for the night shift and most reasonable folks would have already been searching their Tivo for accumulated wisdom. Anyhow, I sort of mocked up a domed hatch that was either going to hinge from the back, the side, the front, the other side or maybe just lift off, depend-

ing upon whether the forward panel lifted, hinged or even velcro'd on. You can see that the design department was already off shift. So the thing that I whomped up was really just a tryfer. The "plan" was to come back on in the morning and make a "real" one and that was, in fact, a good plan. Not what I did.

After filling the 30gal whirlwind pre filter can on my shop vac with cedar and pine dust, I managed to "make it work." Very much like Woodstock's Christmas tree in "Peanuts." A thing of beauty, only because of its persistence and, after all, we're going for the workboat finish standards at best. This is that hatch after preliminary shaping and con-



siderable alteration to sort of fit the spot.

The Big Idea now is to have it slide back under the center window panel with a yet to be invented seal and gutter arrangement to keep the rain outside.

There is a reasonably commodious companionway drop board cutout now. The trim is supposed to sort of emulate the curve of the hatch. The hatch sort of emulates the curve of the coachroof and the arched top window frames will sort of emulate all the above. The drop board follows the theme and is actually a piece of scrap from the cabin top panels (beaded pine). And, depending upon how much gets varnished, painted or both, the drop board will (probably) follow suit.

The first task tomorrow is to get those slides and guides to work more or less freely. Why, yes. Of course. That is, in fact, cut out of a scrap chunk of birch T&G flooring complete with floor mastic grooves on the bottom. I'm going to try for a reasonably loose fit, and count on latches to hold the lid in place during inclement weather and winter smuggling operations off the Peruvian coast.

Time to get back into the moaning chair, and figure out what comes next. Or Tivo maybe.

Epilog #1 Annie (Scuzmum)

"Dan, you need a Tiki Hut!" You mean, I should build something else? Or to have a place to get some talent to help me figure stuff out? Hmmm, a Tiki Hut with heated benches and beer WARMERS?

Epilog #2 Dave (Tiki Hut)

"I changed my mind, Dan, you should put this back to a simple outboard powered ski boat. Do you ever sleep? How can one guy do so much in such a short time? You do realize that winter only started like just last week don't you? And what happened with the broken arm, you doing this with one hand?" ~Dave Lucas

WEE PUP



"A BIG-LITTLE BOAT" YOU CAN BUILD

GREAT FOR KIDS OR GRANDKIDS
ALSO A SUPERB TENDER
LOA 7'-10" BEAM 3'-3" DEPTH 15 1/2"
NO LOFTING REQUIRED
PLYWOOD GLUED SEAM

OR
TRADITIONAL LAPSTRAKE PLANKING

COMPLETE PLANS AVAILABLE FROM
WALTER WALES NA

202- 677- 2413

wwales@tidewater.net



Hadden Boat Company

Wooden Boat Construction & Repair



Our Current Project

36' Vinnie Cavanaugh Replica

www.haddenboat.com

11 Tibbets Ln., Georgetown, ME 04548

(207) 371-2662



News from CBMM

The Chesapeake Bay Maritime Museum St Michaels, Maryland

(410) 745-2916
www.cbmm.org

February Free Friday Admissions

Free admission on Fridays during the month of February includes access to the 1879 Hooper Strait Lighthouse and numerous exhibits and historic buildings along CBMM's 18-acre Miles River waterfront campus in St Michaels.

"Winter is actually a great time to visit the museum," said CBMM's Vice President of Constituent Services René Stevenson. "We've got a variety of inside exhibits to enjoy and our boatyard is busiest in the colder months with restoration work on our historic fleet of Chesapeake vessels."

The museum features a new "Navigating Freedom: The War of 1812 on the Chesapeake" exhibit as well as a floating fleet of historic vessels, the 1879 Hooper Strait Lighthouse and many hands on exhibits that share the stories of how people live, work and play along the Chesapeake Bay.

Learn Boat Building

The Apprentice for a Day program allows participants to sample any part of the boat building process, although participation from keel to finish coat is welcomed. Each class is tailored to the abilities participants arrive with.

During museum hours on Saturdays and Sundays from January 4 through June 8, program participants will be constructing a 17½' lapstrake sailing skiff. By constructing a boat from start to finish, traditional Chesapeake boat building techniques will be taught to participants of all skill levels, under the direction of a CBMM professional shipwright.

AFAD participants can be a part of the whole 21 week process or can sign up only for specific dates. Individual classes are \$45



for museum members and \$55 for non members. The four day "Journeyman's Special" is \$150 for CBMM members and \$200 for non members. Participants must be 16 or older, unless accompanied by an adult.

For more information about the AFAD program, contact CBMM Boatyard Manager Jenn Kuhn at (410) 745-4980 or email afad@cbmm.org. The complete Apprentice for a Day schedule can be downloaded by visiting www.cbmm.org/l_boatyard.htm.

Potomac River Dory Boat Restoration



Vessel Maintenance Manager Michael Gorman makes use of a batten to begin this winter's restoration work on the museum's Potomac River Dory Boat.

Restoration work has begun on our Potomac River Dory Boat, continuing over the winter months. All work will be done in full public view in the museum's boat shop, as shipwrights, apprentices and volunteers replace the shaft log, keel section and bottom planking.

The 38' Dory Boat was built in 1931 by Francis Raymond "Peg Leg" Hayden along the Potomac River at Banks O'Dee, Mary-

land. Potomac River Dories were built in Southern Maryland on the Potomac River and used primarily for oyster tonging. These boats are the descendants of the Black Nancy, a type of small (18' to 27') and narrow Potomac River workboat dating to before the Civil War. According to Potomac River historian Edwin Beitzell, the Potomac River Dory was designed in 1875 by Grason Thompson and Charles G. Huseman, both of St Patrick's Creek.

J. Richard Delahay of Compton, Maryland, bought the boat in a sunken condition around 1938 before refitting her. He later passed the boat on to his sons, Kenneth and Ronald, who used her for oyster tonging. Always called the "big dory," she was one of the few of her type to be fitted with wheel steering. The boat was donated to CBMM in 1988 by the Calvert Marine Museum.

Like other Potomac River Dories, this one is planked fore and aft with the chine rising high above the waterline at her bow. Towards the stern, the sawn frames reach from the keel to the top of the side planks, stopping just short of the lapped sheer strake. Farther aft, the bottom frames are bolted to the side frames, but without a chine log. The tuck stern and shield shaped transom are typical of the Potomac River Dory.

When restoration is finished, the boat will be painted in the traditional dory colors of green and red, with yellow stripes adorning her lapped sheer strake and the topsides and deck painted white. Once the painting is completed and the engine installed, the Dory Boat will rejoin CBMM's floating fleet of historic Chesapeake Bay vessels, with her relaunch along the Miles River in St Michaels anticipated this spring.

DON'S DOCKTM
MARINA
STONINGTON CONNECTICUT
19★79

THE TRAIN BRIDGES ARE RAISED!
Most stable floating docks around
*\$50 in fuel to new customers who
sign up for the 2013 Season*
info: 860-535-0077 • www.dons-dock.com
228 North Water Street

Dockage, Bait, Tackle, Ice, Repairs, Moorings, Launch Ramp, Boat Storage

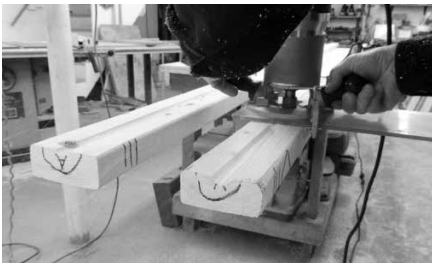
By-The-Sea

www.by-the-sea.com

- Boat Dealers
- Boat Builders
- Marinas
- Boats For Sale

- Nautical Books
- Plans and Kits
- Weather Instruments
- Free Classified

Tel 508-240-2533 Fax 508-240-2677 Email: info@by-the-sea.com



Routing a 3/4" core box (half round).



The other single 16"x2"x4" = 15lbs (possibly after I routed the core box (half round).



The two pieces epoxied together.



Blank cut with eight sides weighing 15lbs.

Rounded out to rough shape with plane.



On Building a Hollow Mast

From Richard Honan



In response to an inquiry from the melonseed group about building the mast for my melonseed from ordinary 2"x4's, I replied as follows and what follows after that is the give and take on the topic.

12/12 Richard

Basically you are going to go to Home Depot or Lowe's. Bring a friend or a young kid along. It is easier for two people to pick through a pile of kiln dried 16' 2"x4's and not get yelled at for making a giant mess of an entire lift of 2"x4's. Pick out six or seven of the straightest 2"x4's with the least number of knots, small pin knots are OK. It's not that difficult to find them. Take them back to your garage or house and carefully stack them on a nice flat, level shelf or rack with spacers between them. Leave them there for a good couple of weeks, allowing them to finish drying out. At the end of the two weeks, select the best two, the straightest, with least twists or bends. You can return the other ones to Home Depot on your next trip over there.

Next, take your router and insert a 3/4" core box bit or even a 3/4" straight bit, drop the bit down to a depth of 3/8" plus, attach a guide to your router base and route a channel down the center of the entire length of both 2"x4's. Apply some epoxy to both surfaces and clamp together. Was that hard?

Now, unclamp the glued up 2"x4's and with a chalk line, mark out the taper from top to bottom, 3" on the bottom and 2" on the top. Next, take your circular saw and either nail a guide or freehand cut the taper the entire length of the two glued up 2"x4's. Now, mark out two faces, dividing them into thirds. I now took my small Dewalt 3 1/2" battery circular saw, set the angle at 45° and cut the entire length on four sides creating an eight sided octagon.

Grab a hand plane and finish shaping your new 16' mast for your melonseed. With some planning and a some sanding (Dave Lucas can tell you how to make one of those Rube Goldberg sanding jigs using a drill and a sanding belt turned inside out), all that

needs to be done now is some sanding and some varnishing or my favorite, a couple of coats of Cetol.

12/12 Mick

Thank you very much for the information. Do you have any idea what such a mast would weigh? We have built one from fir and it is solid and it weighs a ton. I cannot see how any one person could ever handle it alone. Does your melonseed have gaff or sprit rig?

12/12 Richard

Each individual 16"x2"x4" initially weighed 16 1/2 lbs each. After they were epoxied together, tapered and cut into an octagon the total weight of the mast was a little over 15 lbs. Final weight of the sanded mast was a hair over 13 lbs.

I am using a Beetle Cat gaff rig and a Beetle Cat sail. I had the sail made by Ralph DiMattia, a local sail maker located in Quincy, Massachusetts.

12/18 Mick

I have a question for you. If I am reading your email correctly, you started with two 2"x4's, each weighing 16 1/2 lbs. That makes 33 lbs. After cutting the hollow, rounding, and sanding, you ended up with a mast weighing approximately 13 lbs. That means that you removed more than half the material. A 2"x4" is really 1 1/2"x3 1/2". The finished mast tapers from 3" to 2". The glued up blank measured 3"x3 1/2". I must be missing something because if you took away over 50% of the weight, it would seem that the mast would have to be smaller than what you finished with. Help. Where have I gone wrong?

12/18 Mick

Am I correct that your mast is 16' long and weighs in the neighborhood of 13 lbs?

12/18 Richard

Yes, it is 16' long. I will re-weigh it tomorrow morning. I don't know what to say, unless I wrote down the incorrect weight when I was building the mast. But, possibly I did remove more than 50% of the stock?

Conclusion, yes, initial weight of two 16"x2"x4" was 32 lbs, 20 lbs were removed, tapering, cutting eight sides, planing and sanding. (This morning I weighed a 9"x2"x4" that was downstairs in my shop. It weighed 8 pounds or a little over a pound per foot. Each individual 16"x2"x4" initially weighed 16 1/2 pounds. After they were epoxied together, tapered and cut into an octagon the total weight of the mast was a little over 15 pounds. Final weight of the sanded mast was a hair over 13 pounds.

12/19 Steve

Richard, I thought you were going to do a birdsmouth mast. Why the switch?

12/19 Richard

I was ready to do another birdsmouth (after the sharpie) mast, but then Dave Lucas opened his mouth and said a birdsmouth mast wasn't strong enough for the larger sail area of a Beetle Cat so I took his advice and made the mast using a couple of 2"x4's.

12/19 Steve

I may rethink my plans, and I just bought a router bit for birdsmouthing. Still have a few months to cogitate on that.

12/19 Dave

We made three birdsmouths for this sail and they were all too limber. I suppose we could have made them larger and heavier. They bent with a definite S shape. We glassed one and wrapped another in carbon fiber with little effect. I wrap glass around the bottom 4' and around the mast where the gaff sits. They bend a little but the sail shape holds.

12/23 Richard

Does the glass wrap that you recommend around the bottom 4' of the mast strengthen the mast as far as twisting or is it more to prevent chafing from the gaff and where the mast goes through the deck?

Before I epoxied the mast together, I did route out a $\frac{1}{2}$ " deep x 1" wide slot down the center of both 2x4's. How does that slot make the mast stronger?

12/23 Dave

The hollow center to make the mast lighter doesn't really add much to the bending strength of the column. Think thin wall aluminum light poles or sailboat masts. It's not the compression we're worried about it's the tensile strength. I made the last couple of masts with a 1" hollow and had no problems with bending.

Following this line of thought, why did we have so much trouble with the birdsmouth masts? Don't know unless they needed a continuous inner wall instead of the multiple lines. We used two of them for booms and one for a flagpole. A birdsmouth will work great with a sprit sail, have any of you used one with a big gaff sail? The two points of max stress are where the mast comes through the deck and where the gaff jaws sit on the mast. I haven't seen a mast break here but by wrapping those areas with a couple layers of cloth the mast has a reduced smooth bend I go up 4' from the base and a 2' wrap at the gaff jaws. Take a look here at my tabernacle.



Sanding mast with Rube Goldberg attachment.



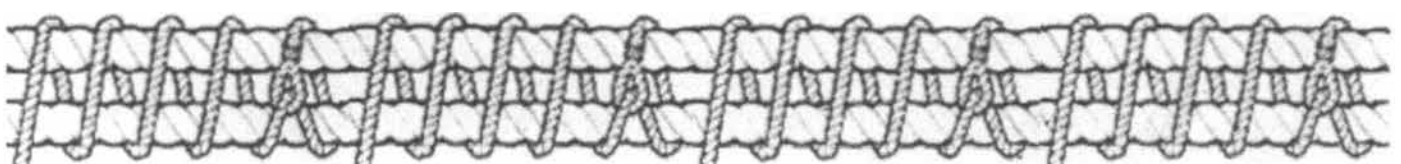
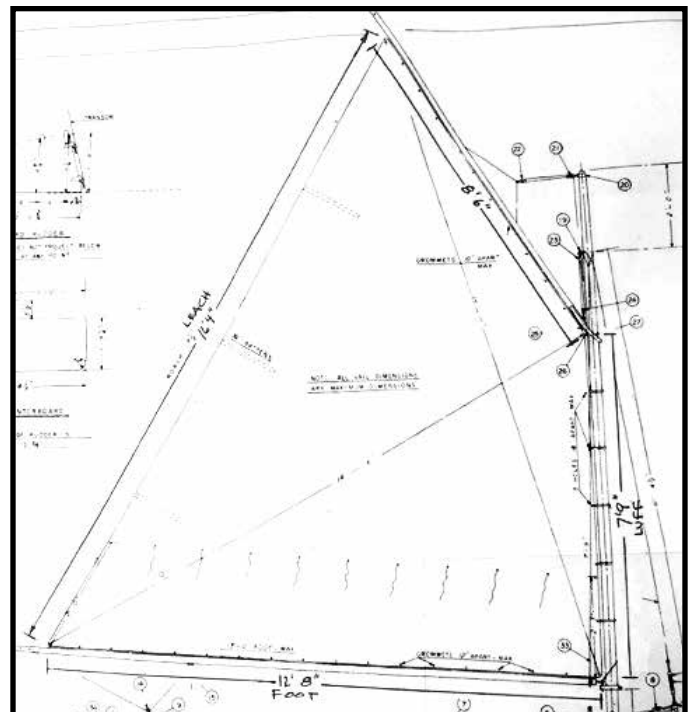
A single 16'0x2"x4" = 16 1/2 lbs..



Finished mast weighs 12 1/2 lbs.



The Beetle Cat sail rig I'll be using.



Sailing as Accessible Transportation

By Shemaya Laurel

I'm not too good with riding in cars, bumps, vibration, noise, and I quit driving over ten years ago because of changes in my reflexes related to health issues. You know you shouldn't be driving when, just like the low-tech test for elderly folks' driving, you start hearing more and more horns honking whenever you happen to be the one behind the wheel. There's a lot of speed in cars and very small movements of the steering wheel or the accelerator have very large, and very quick, effects. You want both muscle control and eye/hand coordination that's up to the task, and if you don't have that it's really better not to drive.

The nice thing about boats, at least the slow moving kind (flatwater kayaks, canoes, single-hull displacement sailboats, among others), is that the issues that can make car driving such a hazard pretty much go away when you bring the speed down to an average of 3 knots. And even better, in an ordinary (non-racing) sailing situation everybody is keeping a respectful distance! At four boat lengths a variation of a foot or two will matter not at all. Never mind that sailing on almost any available water is so much more fun than being out somewhere on a highway.

Beyond the driving issues sailboats, for me, get around the problems of riding in cars. Almost always sailboat motion is "more rounded." The bumps land with a certain amount of give and there is more variation in the strain that one's body is asked to accommodate. If one has the good sense to stay in port during terrible weather, a lot of bashing around can be avoided. Vibration and noise arrive with the motor and, with some patience and willingness to refine sailing skills, the motor can be avoided, too.

Last year I was at a dock for a couple of days that was mainly inhabited by relatively large cruising motorboats, probably averaging about 40' and more. It was nice July weather and I ended up overhearing quite a few conversations. One young man was visiting his (motorboat) friends, explaining that his sailboat was for sale. With the kind of preparation that lets you know that somebody is about to say something that they think is really funny, he said, "sailboats are good for fun, but motorboats are transportation."

This was in Onset, by the west entrance to the Cape Cod Canal, and I had gotten there from the Connecticut River, sailing. They were three boats away and I didn't say anything. But he did me a favor, bringing up that word. It really clarified for me exactly what I've been doing in this boat, and in each of the previous others, since cars and driving became such a problem. Each of these boats has been, in fact, accessible transportation!

It's a pleasure to cover so much ground by water. It's even more of a pleasure to cover any ground at all. And it's an outright miracle that the two things go together. I couldn't be more pleased.



Robert and Rebecca, a model barquentine ca. 1890 that sails under her own power, traveling off Gott's Island, Maine, at 2.3kts. Captain Yo of Flaming Fish Designs built the 64" model out of "materials available during the time period depicted, these little vessels even smell like real ships. My inspiration? I always wanted my own sailing ship." See more at <http://www.woodenboat.com/launchings/robert-and-rebecca#sthash.KAALo2CQ.dpuf>. Photo courtesy of Captain Yo, www.flamingfish.net

The Performance Model

By Capt. Yo

The performance model is a blend of toy boat and scale model, designed to perform in real water, whether bath, pool, pond or, for the serious enthusiast, at sea. These models are carved from solid wood to capture the look of traditional types in miniature vessels that float to their lines, have stability and hold their courses whether representing a skiff in a 6" model or a topmast schooner 4' long.

Early in winter I get an idea for a model, I currently am considering an 1812 revenue cutter *Chasse-Marree* and a late 19th century cup racer. After the New Year I begin carving, by spring the model is ready for spars, rigging and sails. I undertake sea trials in late May or once my Matinicus Island Peapod is overboard. I look for a breezy day to test the full measure of the new vessel's performance and my own keeping up at the oars.

It is hard to beat the exhilaration of watching the new model of an old ship reach by at speed. At a certain point I engage an inflatable powerboat to go offshore for more wind and wave to make an action video I can

post on my website. That really is the best way to share the excitement as there is never extra room in the chase boat.

Additionally, these performance models are built to boat building standards, rugged enough to be loaded into a vehicle with simple but robust rigs for ease of handling. The models are finished with boat paint and varnish for best protection from the elements.

Just add water! Any body of water more than a few inches deep is an ocean for the young sailor of any age to learn the fundamentals of seamanship. The performance model behaves in a seaworthy fashion, floating upright, rising to the waves and moving through the water under the influence of wind. One piece models are fun at the swimming hole, larger examples providing significant buoyancy as swimming aids. Sailing models require a broader area of action, most sail faster than even a strong swimmer. A small support boat becomes necessary to handle the sailing modal, creating additional challenges to the seamanship of the model sailor.

Photography provides the finishing touch to this lengthy process, enabling others to enjoy the beauty and thrill of this exciting sport. Let's go model sailing!



Ambling on Enthusiasm

By Mark Steele

As I sit here in my office at home in the suburban jungle of Auckland, New Zealand, worrying about the frustrations of having to accept the seemingly endless stupidity in what should not be ever deemed a Third World country, I am moved as a journalist in his 79th year to put my thoughts by way of this article to a very dear friend, Bob Hicks, of this magazine that many of you read and enjoy immensely.

I read in Bob's February 2013 issue of another more recent friend never met, Dave Lucas, who is so well endowed with enthusiasm for life and who I don't believe ever sleeps. One day I am expecting an absolute tsunami of a human kapow as his joy for life explodes big time and infects the world! Indeed I think Dave is in reality some sort of (yet to be catalogued by Sir David Attenborough) multi tasking dynamo of a large sort of octopus who does 25 things, all at the same time while infecting others with enthusiasm!

That is what I want to briefly talk about, enthusiasm of the kind that we all need in order to face up to the Western world we have suddenly inherited. Don't some of you feel that way and with a big sigh wish we could be elsewhere, anywhere other than in the Middle East where killing each other seems the chosen profession.

Man cannot live in peace with his fellow man, let us face it, some either want his land, his food, his lifestyle, his money or a loan of his woman, even his boat and what is aboard it if we are talking about Somalians and their form of piratical rambustifications.

Where the hell can we find such a peaceful magic land worth moving to? Well, we can't because those villains are already there, welcomed in by our politicians and given sleeper status until their time to bear the weight of arms is nigh, then take over our countries.

We are better to stock up on enthusiasm and absolute passion for life wherever we may be, perhaps do like Dave Lucas of Florida who works hard and plays hardball stoked with the "E Stuff," builds a boat not to race with, hell no, the whole flaming world is already racing, but to relax in.

That is why my chosen hobby is building and sailing RC model yachts of the classic style, which I sail weekly with an ever-growing group of people of senior vintage like myself for, like Bob, with whom I have shared similar pathways of boats and bikes and publishing. I have replaced the competitive years with the more gentle styles of relaxation where we take time to say hello, feed the ducks and smell the roses.

We are all doing well it appears to me as I read your letters and as we paddle or sail in slow ambling style the waterways of nature, we all seem to have acquired ample stocks of the E Stuff while already aware that enthusiasm for life, for those we love, for the places we live and for our families is the only "stuff" we need to face our lives ahead.



Four senior model sailors in England, with their Footy-sized yachts as they set out to launch their boats for a leisurely sail. Once has since passed away.—Photo by Nev Wade



Harry Duncan of Hamilton, New Zealand, a personal friend does everything with gusto and enthusiasm, he builds and sails models like the *Black Rose*, a brig and other models.—Photo by the Writer



This writer, model sailor of the leisurely kind, diorama maker and photographer does all those with enthusiasm and his "Mansion on Eagle Point River" shown here is still being worked on for a feature story in a nautical model magazine.—Photo by the Writer



My friend and yours, Bob Hicks, enjoys his ambling on motorcycles, pedal trikes, boats and more, all in leisurely fashion but always fired by enthusiasm for life.

Atlantic17

Open Water Rowing

**Novice
or
Experienced
Rowing**



**Plans Available
including
Frame Patterns
\$60 plus \$8 S&H**

Details at: www.atlantic17dory.blogspot.com
jonpersson7@gmail.com 860-857-2687
 325 Huntington Street, New London CT 06320

November 29

I will be dropping in at Avery Point this evening for a short visit planning to secure the dories and check on progress of the *Nina* and the trailer which is inside the shop for lighting repairs. I hope to see a good turnout for the last business meeting of the year followed by the traditional pot luck that we are having at the Custom House in New London Sunday December 1. We have at least one member, Wil Iturino, entered in the lighted boat parade November 30 on the Mystic River. I plan to be there as an observer and will cheer him on. I am planning a short row on the river for the Winter Solstice, December 21, and we usually meet afterward at the Harp and Hound for good cheer.

December 6

I have a lot to report but I will have to wait a little. Bruce has been in during the week to prep the centerboard trunk for *Nina*, so this evening we can begin putting it together so come on down and pitch in.



John Gardner Chapter TSCA News

By Phil Behney
www.tsca.net/johngardner

The lighted boat parade was watched by several members this past weekend. Wil Iturino entered and won a prize for his decorated boat honoring our fallen heroes. Wil named his boat in memory of his cousin who was killed on his second tour of duty in Iraq. I plan to give you all a more detailed story of Wil's efforts on his project and the maiden voyage at the lighted boat parade.

December 13

The centerboard trunk for *Nina* is nearing completion and we could use a little help tidying up the shop. Peter Vermilya and Rob Pittaway have requested shop space for their projects. So the queue as of now is Peter V with his Beetle Cat January through March, Rob Pittaway with his parade float project for the Custom House March thru May and I would like to get in after that with my Whitehall if no other requests come up. This will make for a tight shop with *Nina* and personal projects, so we all need to pitch in to get the shop in order. We also need to continue to slip in club dories for maintenance whenever possible.

I am still planning our Solstice Row for Saturday, December 21, 4:30pm at Mystic Shipyard East. The plan is to row upriver and then meet at the Harp and Hound about 5:30pm for good cheer, this is open to all whether you row or not. But for those who

wish to row, please let me know so I can plan for boats to be available, I would like to get the *Susan Holland* out for this row if I can muster help getting her off the rack. I think this is the first time we've done this on a Saturday so the Harp may be hopping! Peter said there is a band there that evening just not sure what time, should be a good time.

Anyone wishing to use the boat at Avery Point please let someone know your Float Plan. The oars are in the shop (Building #36) and I plan to make available a logbook, either placed in the boathouse or hopefully at the beach with the boat.

Josh and I are still doing our commute to work but we have cut it down to one day a week for now. There is one boat on the beach at Avery Point and one boat at Sandy's floating dock which was bought by his neighbor Sherry when he moved. Sherry is allowing us to keep the boat there for now and we will see how this works. The other two dories are still available at the Mystic location, please remember to use the logbook when headed out for a row.

John Symons will be taking the Helm starting with our January 5, 2014 Sunday meeting. John had an officers' brainstorming session at his house and we will be sharing the ideas that were discussed. Peter Vermilya will be making up a list of events that are either proposed or in the works so stay tuned. I will be continuing on as Past President and I plan to focus more of my time on dory stewardship, I will not be putting out the weekly update but I will still add an update or story as I can.

This has been a great year and next promises to be even better so hold on!



The
Traditional
Small Craft
Association,
Inc.

PO Box 350,
Mystic, CT
06355

www.tsca.net

Come aboard!

The Traditional Small Craft Association, Inc. (TSCA) works to preserve traditions, skills and lore of small work or pleasure boats developed in the days before internal combustion engines.

Join a growing crew of small boat enthusiasts who paddle, row, pole, or sail some of the finest watercraft ever created.

Contact your nearest TSCA chapter (nearly 30 are listed on our website). Find out how

to connect with like-minded souls, or form your own group, and enjoy the thrill of "simply messing about" in boats.

Enjoy our quarterly, *The Ash Breeze*, and stay abreast of boatyard, backyard, and on-the-water activities.

Membership starts at \$20.
Sign on, today.



"Arethusa"
N.G. Herreshoff designed Buzzards Bay 25
Built in 1996



"Edith"
L.F. Herreshoff designed Rozinante
Built in 1995

"Olympus"
Dick Newick designed for the 1980
singlehanded Transatlantic
Built in 1979

DAMIAN McLAUGHLIN JR.
B O A T B U I L D E R
Custom Boats and Yachts Since 1970

DAMIAN McLAUGHLIN JR.
P.O. Box 538
North Falmouth
Massachusetts 02556
508-563-3075
CORPORATION

Wood Construction and Restoration to 40'
Visit our new website: www.dmcboats.com



Newsletter of the Delaware River Chapter TSCA

About our Delaware River Chapter TSCA

The Chapter meets the first Tuesday of each month at the Red Dragon Canoe Club, Edgewater Part, New Jersey. The meetings are open to all. Anyone wanting information should contact Frank Stauss at fstauss@verizon.net

Some Selections of General Interest

Monomoy Surf Boat

By George Loos

As you can see work continues at the Cape May Maritime Museum on our Monomoy Surf Boat.



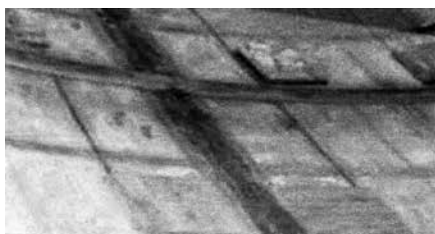
Spreader and straps in place to hold hull shape while ribs are replaced.



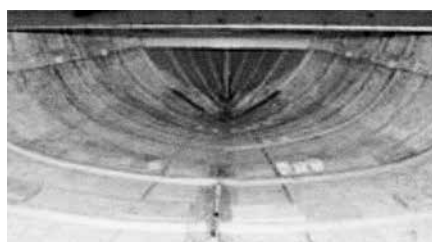
New rib 1 1/8"x1 3/8", new rivets 16D#8 burrs.



Two new ribs installed, old ribs removed.
New rib at centerboard trunk, butt blocks.



New ribs, old butt block.

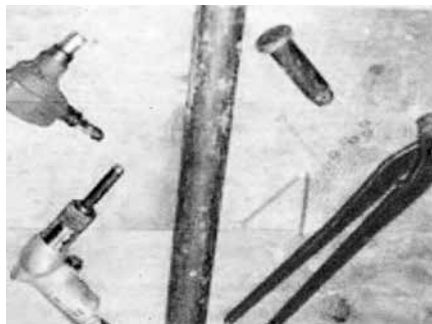


Notice the deliberate gap at the garboard and first plank, to be filled with spline.



Looking forward toward bow, new ribs, old ribs gone.

Riveting tools, rivet gun, palm nailer, large cutters, small burr setting tool, 16D and 20D rivets and #8 burrs.

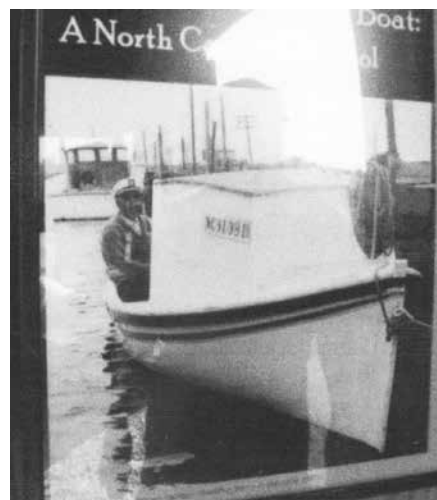


Manteo Maritime Museum

By Carol Jones

The Maritime Museum in Manteo, North Carolina, is small but contains an interesting assortment of local boats and artifacts. Featured is the Shad Boat, a sailing craft with high freeboard and a topsail. There were two small speedboats built in Philadelphia in, I think, the '30s, powered by outboards. A collection of antique, unrestored outboards contained the dreaded Scott Atwater. A friend of mine had one and he always called it his Scott Hotwater.

There were also several small sailboats built by local craftsmen, old posters relating to local craft and an exhibit of storm signals so extensive as to include a flag to denote rain. Their project for the winter is a Chesapeake Light Craft kayak. Modest enough for a maritime museum to undertake, but it's a rather modest museum. Worth visiting if you're down there at the Outer Banks.



Messing About in Boats, February 2014 – 47



Gas Outboards

Most of the boats I design are of hull types that require very little power to propel them, so a small lightweight outboard motor is perfect for providing either the main power source or auxiliary power to complement sail or rowing. Compared to their more muscular big brothers, these motors feature lighter weight, lower cost, better economy of operation, lower noise and lower environmental impact. Small four cycle outboards are heavier and more expensive than their two cycle counterparts, but they are worth serious consideration because they are even more economical to operate, are virtually non polluting and require no mixing of oil and gasoline.

Shaft Length

Outboard motors are available with either short or long shaft length to accommodate boats with different transom heights. A short shaft motor requires a 15" transom height and a long shaft motor requires a 20" transom height. Ideally, the cavitation plate (that horizontal fin like structure above the propeller) should be about 1" below the bottom of the transom.

Electric Motors

Electric trolling motors were developed to provide quiet, zero emission propulsion for maneuvering sport fishing boats. They are now used extensively as auxiliary power for small boats on protected waters, particularly where gasoline motors are prohibited. They are cheap to buy but are generally short lived compared to gasoline outboards. They work fine within their limits, which include modest thrust, short range and heavy batteries. For use as auxiliary power on small light boats they are a good choice, especially if silent

Motors

By Warren Jordan
Jordan Wood Boats
www.jordanwoodboats.com

running and environmental kindness are important to you, and you don't ask too much of them. Keep in mind that you must recharge the battery after every use. That means lugging a 60lb weight from boat to charger and back every outing and, unlike a gas powered motor where you can refuel on the spot, with an electric motor, when you're out of juice, you're out of luck.

Transoms for Outboard Motors

The transom on an outboard motor powered boat needs to be constructed and braced to handle the stresses applied to it by the thrust of the propeller. This strengthening can be achieved by one or more of the following structures; extra transom thickness, quarter knees, a knee connecting the transom and bottom or a transom doubler. This doubler can be a 6" or 8" wide piece of wood spanning from side to side at the transom top. Another very effective way to reinforce the transom is by fastening the after seat to the transom as well as to the sides.

The transom at the motor clamping area should be no less than about 1 1/2" thick for small motors, and it's a good idea to install a pad to protect the transom from damage from motor clamps.

The transom rake angle is commonly around 15° so you should adjust the motor tilt mechanism so the thrust of the propeller is close to horizontal for maximum efficiency.

Sailboats present the special problem of where to hang the motor so it can remain in place without being in the way of the rudder. If there is enough transom width you can just clamp it to one side, or you can use a motor bracket mounted to the transom to one side of the rudder.

Outboard Horsepower Capacity

The US Coast Guard provides guidelines for outboard horsepower capacity. Here is their formula for computing maximum safe horsepower:

Start by computing the "Factor" for your boat: Factor = Boat length (in feet) multiplied by transom width (in feet, excluding any extensions beyond the hull). Round off factor to the nearest whole number. For .5 or above, round off to the next higher whole number.

Note: If the boat doesn't have a full transom, measure the widest point in the after quarter length of the boat.

Locate the horsepower capacity corresponding to the factor in table (Outboard Motor Horsepower Chart).

Note: For flat bottom hard chine boats with a factor of 52 or less, reduce one capacity limit. Example: from 5 hhp to 3 hp.

For additional powering information and other safety guidelines, get a copy of *Safety Standards for Backyard Boat Builders* available from the USCG Infoline at (800) 368-5647.

Factor (nearest integer)	0-35	36-39	40-42	43-45	46-52
Horsepower Capacity	3	5	7.5	10	15

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull
Traditional looking Yacht Tender
Specially Designed for Ease of
Rowing and Minimum Drag When
Towing.
Row & Sail Models

BAY of MAINE BOATS
P.O. Box D • Kennebunkport, ME 04046-1693
mainboats@roadrunner.com




Sail for a canoe

Excellent quality and design
\$325.00 plus shipping -
National Sailing Committee
American Canoe Association

Pay to: C. Sutherland
Send to:
Chuck Sutherland
2210 Finland Rd.
Green Lane, PA 18054

For info and
Free rig plans
seashell@entermail.net
Www.enter.net/~skimmer

**TRADITIONAL
MARINE STOVES**



CAST IRON
PORCELAIN ENAMELED
WOOD BURNING
HEATING & COOKING
COMPACT

**NAVIGATOR
STOVES**
409 Double Hill Rd.
East Sound, WA 98245
(360) 376-5161

In my earlier days with cabin boats in the 20' to 25' range, I came to believe rounding up in a gust was not only inevitable, it was a desirable safety device. Granted, that was before I understood much about sail trim, proactive steering and all that stuff experienced sailors do and know instinctively. It was also in boats that were more or less designed and marketed to live most of the time on a trailer. Those boats from now long ago possessed underwater appendages designed more for ease of launch and retrieval than actual sailing. Shallow, transom hung rudders requiring a bit of acrobatics to lower and install and only installed after the boat was safely launched. Only retrieved before going back on the trailer.

Now, after additional decades at the helm of a series of deep keel, inboard spade rudder, go fast rigged "cruiser racers," I find myself, once again, an owner skipper custodian shipmate of a pudgy, shallow draft, ramp launchable 16' pocket cruiser. The very first time I launched *Lady Bug* I managed to shear off the bolt holding one of the pintles on a 5' tall solid mahogany rudder. I simply hit the rudder blade on the launch ramp when the hull was inclined stern down. Along the intervening years I've managed to ground that rudder on just about any kind of bottom available, from solid rock to squishy mud. Sometimes it was quite difficult to get those pintles disengaged from those gudgeons when under side loading generated by the collision of a still trying to move 1,500lb hull and an ain't ever gonna move ocean bottom.



Anyhow, I went searching for a way to have the benefits of a kick up rudder without the inherent weakness, drag inducing pivot joint and the often wobbly nature of such a thing. That brought me back to studying on why some shallow draft, relatively short and fat sailboats tend to carry inordinately high levels of weather helm. And why their rudders seem to stall at the drop of a hat.

Many of the larger (externally ballasted keel) boats in my past simply heeled over a bit and squirted ahead in the gusts. None of this weather cocking behavior for them. Simply put, those boats had easy runs and slim prismatic. My current boat, *Lady Bug*, is just plain short and fat. The keel is short in both chord and span. The rudder hangs lower than is healthy already. And if you thought that little spit kit rounded up with the original, quite conservative, rig, guess what happens now that I have replaced all that with much, much taller beach cat mast and full battened main. We simply had to have more grip on the water.

First off, I dropped the rudder about 6" even deeper in the water. Then I rocked the toe of the rudder blade forward to increase the balanced tab effect of projected area forward of the pivot axis. And presto! We have about the closest thing to a neutral helm as can be gotten from a steam iron shaped waterline. But there's a serious problem that comes with the improved performance.

Sailboat Rudders.

From a Slightly Different Angle

By Dan Rogers

I don't think I've ever read a technical discussion of such a thing but it often seems like the rig is "sailing away" from the hull. I do have a germ of insight. The rig in question did come from a Hobie 14, a boat designed to sail at speeds well above what we consider "hull speed" for a 14-footer. My more or less affectionate nickname for this boat is *Turbo Turtle*. She has a big heart and really short legs and that's probably about where this experiment will reach a conclusion. However, there is one ancillary discovery that I'm going to attempt to share. By trial and error, accident and insight, I came to a sort of hybrid arrangement that really doesn't seem to get tried out much, maybe not at all.

To get a rudder to kick up, there must be some sort of pivot. That's a given. The Hobie castings, the Laser fabrication are examples of really elegant arrangements. However, these arrangements are for lightweight, fast boats that can almost sail on a dew drop. What about a small keel boat that needs an almost 4' draft? What about a boat that isn't ever going to be moving at more than 5 knots? The side loading on that rudder head is going to be way beyond the original design limits (for the Laser/Hobie, etc) The high aspect beach boat rudders will stall long before such a boat can be brought about. I know this because I've tried it. So this is my itty bitty "discovery."

I simply pivoted a relatively deep, relatively broad foil from the top. What I got was essentially what the Vikings got with their steering oars. The majority of the weather helm induced side loading goes directly from the water to the helmsman's hand. No pintles and gudgeons to rattle and twist loose, no bulky pivoting joint at or below the waterline. Just about all the load is transmitted through a stout "bicycle fork" kind of thing at the aft end of the tiller. The rudder blade needs to have something to keep it vertical and on the center line.

My particular home brew contraptions have morphed from the complex to the bizarre. This is an earlier version that was pretty complicated and the tiller was too short. But even here, with my friend Roger, sailing with the main over trimmed in 30+ knot gusts, the little girl is going where she's looking and that's pretty close to success.

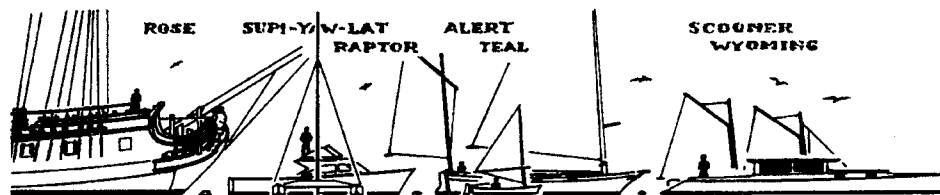


But this latest one in a long series (certainly not the last) is a pretty simple aluminum weldment with Delrin and nylon bearing shaft (these pictures still show the "original" 1/2" ss bolts and nylox nuts) and bushings here and there.



The rudder tilts up at about a 45° angle for launch and recovery from a non extending trailer. I don't approve of launching boats with the launcher wading around and getting his/her shoes wet, so the result here is to launch *Lady Bug* with the tow vehicle's tires uphill from the water. She rolls from a position where the keel is nearly dry to floating, in a controlled fashion and, except for once or twice, the rudder goes along for the ride without complaint.

Oh yeah. And this particular 16' hermaphrodite contraption has a one fathom long tiller, currently. Yep. Power steering. I wonder what I'm gonna try next?



PHIL BOLGER & FRIENDS, INC
BOAT DESIGNERS
PO BOX 1209
GLOUCESTER, MA 01930
FAX 978-282-1349

On the mind here for a long time and through a few sketches on paper, this concept study is quite far along. As always, charm is in the eyes of the beholder, but for the effort and footprint, this 25hp 1+1 inland/coastal cruiser concept just needed doing.

Beyond the name, some will immediately recognize her as a sister to Design #636 Champlain, first discussed in *MAIB* August 15, 1996 (Vol 14 #7) on pp24-25. Champlain was the first of three plywood based outboard cruisers measuring around 22' we did offer for consideration in that and the next two issues. Very different in style, layout and utility, #636 Champlain, #631 Retriever and #632 Watervan have all been built.

As Windermere 38 was essentially a 7' longer version of #633 Windermere (see August 2012 issue, Vol 30 #4, pp36-39) this study here is indeed a 5'6" longer version of #636. Both had been kept bob tailed by design to both match a given wish list for maximum interior utility per given overall nicer (yet) looks. That added length was primarily intended to produce a rather inviting 6'6" long by 6' wide afterdeck, length and to then allow adding to the stern for added stern deck area and, to many eyes, cocked up in profile and structure, but to likely level some as four folding chairs and two TV tables offer four folks good company and a prime view, with or without one of those nice 8'-9' market umbrellas overhead. That deck sure is large enough for twosome sunbathing, to give in to the urge to quilt, set up a few loops and sidings of model railroad tracks or spread out that scuba diving gear.

There would be a range of options of what happens below that deck. Here a single large prop 25hp outboard is hidden from view in its open ended well, allowing tilting it up, fully protected by the hull structure and a grill at its rear to prevent the annoyance of ending up with two propellers overnight, you know how some neighborhoods can be.

Left and right there are lighter and bulky 30 cu ft each stowage bins, good enough for folded bicycles, fenders, mucky boots, spare lines, etc. I'd have all three openings in the deck hinged and locked like a car's hood, to be opened by pulling the respective cable from within the cabin.

Ahead of the slopwell shown here is a single custom welded 160gal gasoline tank, well baffled, with a good vee amidships for reliable fuel draw in bouncy conditions. That location is not perfect as she'll begin to somewhat raise her stern a few inches as she burns through 900+lbs of fuel. But this keeps fuel out of the cabin, tank plumbing simple while still allowing a fine straining setup to keep water and junk from entering that tank.

That 25hp large prop outboard should be fine moving her at part throttle to near hull speed, only using full throttle with wind and tide against her. Some may prefer 2x10hp for redundancy and getting a bit more prop bite into the water per given total horsepower,

Phil Bolger & Friends on Design Champlain 28

Preliminary Study
28'x8'2"x1'8"x25hp

Part 1 of 2

due to the wider motorboard you'd lose a fair amount of that stowage volume though. Others would insist on a 50hp four cylinder, having to check the clearances under that deck to tilt it up without the hood having to stay a crack open or forcing the afterdeck higher yet. With her single 10hp, Champlain did fine, including into Small Craft Warnings on the St Lawrence Seaway.

The single 25hp unit seems appropriate, with the backup option of a 5hp unit hiding in a well in one of the stowage bins. Not shown yet is an electric fan blowing fresh air into that well. Finally, the opportunity emerges to examine a cute little inboard diesel, located just abaft the cabin's bulkhead. More on these power options in Part 2 next issue.

Folks familiar with Champlain will notice that the house is about 16" longer, primarily to loosen up her head by that much, allowing a decent sink geometry and enough room overall to move about as needed. The corner door will be a fine demonstration of plywood/epoxy construction skills to close drip tight. Across the companionway steps up to the afterdeck, a bit more stowage has become available abaft the hanging locker. And up on deck the short ladder up to the roof is recessed to not intrude in to the deck's use. There'll likely be a bit more length in the companionway hatch, probably even a garage. The angle of the steps up to the deck can be argued either way.

Phil remarked on a few occasions how we can't well represent railings without them visually appearing heavier on paper than they'd be in 3D, a phenomenon related to a better appearance of these glass house cabins when built, versus in 2D. Here that roof rack surrounds that 14'6"x7' surface with 12" high rails to retain sunbathers, kayaks, inflatable dinks, canal correct monster fenders or just grandkids sitting at the roof edge, belly and elbows against the rail, fishing rod between the knees, thus safely supported against the "big'n" pulling them clean off the boat. One could add netting between the uprights to really allow piling on the not so assorted bits and pieces, while others won't be seen anywhere with anything higher than a 4" grab rail. Shadows cast by those rails over our pristine solar array? I mean really! Assuming it will not be used as is for drinking, catching rain off that roof is an option in all cases.

Other than that, her interior is that of Champlain, with her 6'6" long x 7' wide

mega dinette geometry, raised 14" for extra stowage space and grey water volume underneath its sole, and thus much deeper bins under the settees/berths, here showing the port one in part configured as an icebox/refrigerator. Those 24+" deep bins would also allow much bigger/taller industrial type batteries for casual living without combustion noise, quite impressive fresh water tankage or storing more stuff.

One could just lay on one of those 27" wide berths or between that dropleaf table mounted on one of those hydraulic legs to sink flush with the settee bases, moving the backrest cushions to serve double duty. A 6'6" long x 7' wide sleeping arena invites sleeping at any angle. Those 12" of headroom below might serve for the boat dog, offering reliable shelter from those bi pedals' wayward night feet stumbling around for no good reason.

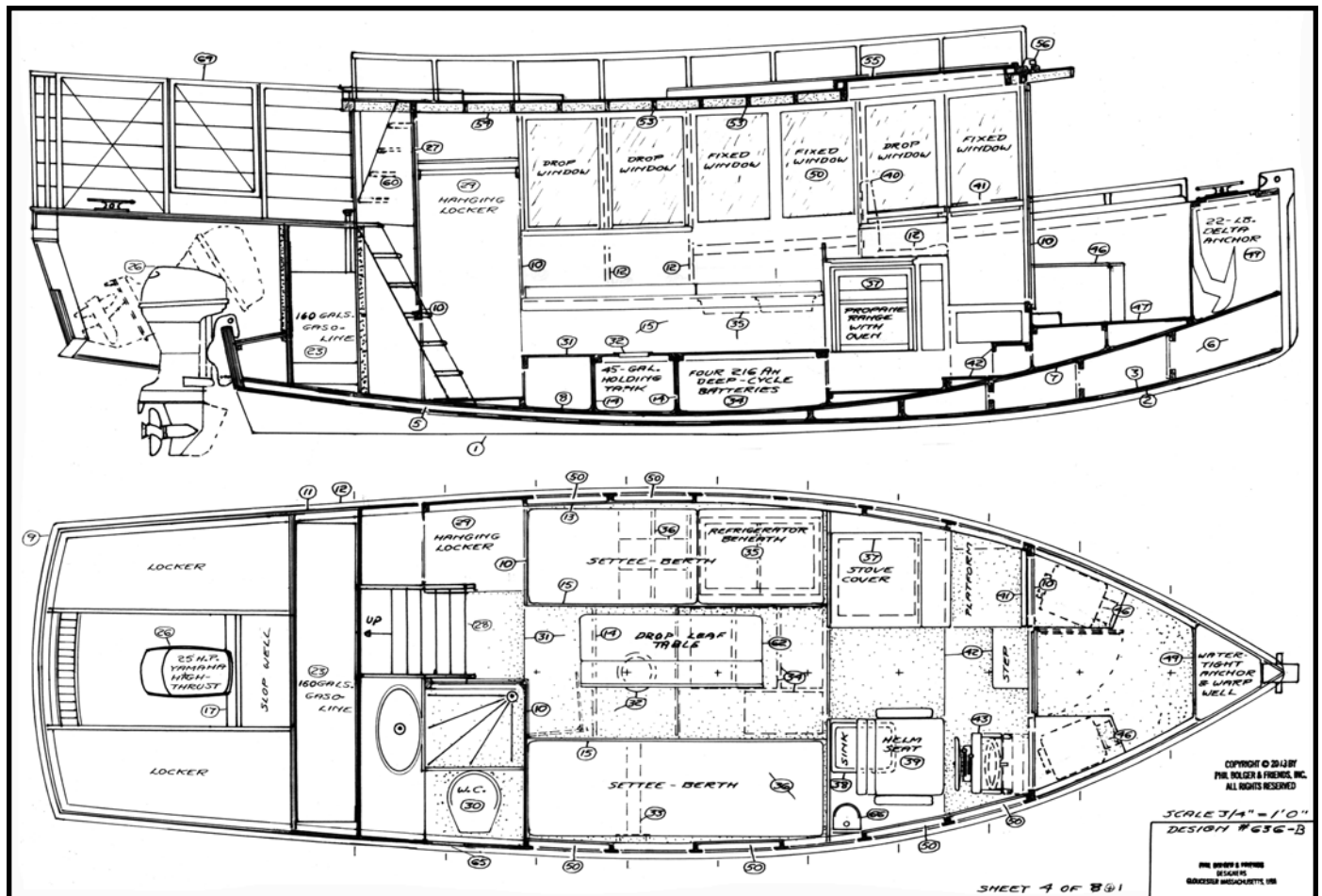
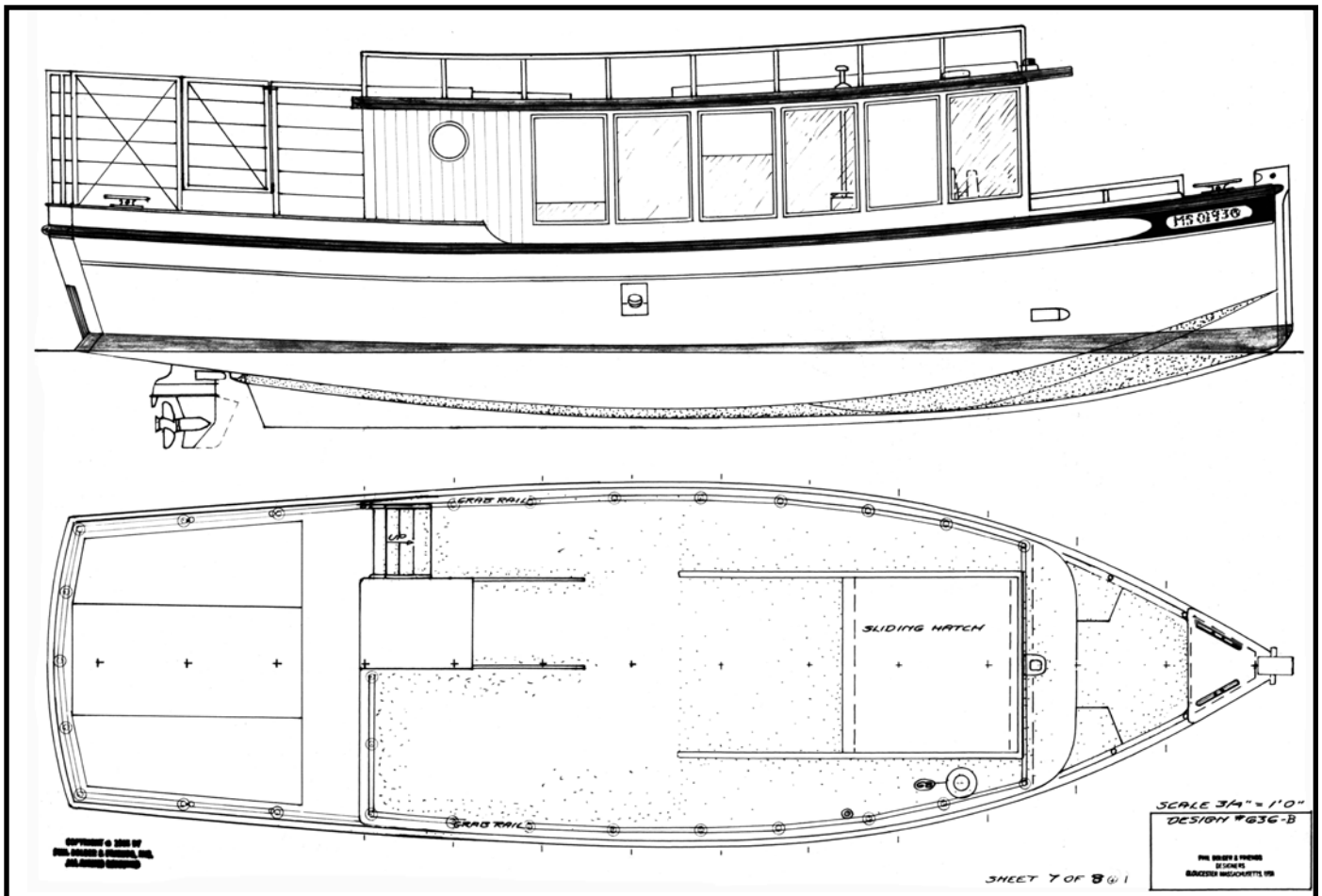
So there is 6'3" standing room where it's needed, i.e., abaft of the dinette, in the head and in front of the hanging locker. Ducking headroom only over the raised dinette. And then 6'6"+ standing headroom around the helm and copilot seat, i.e., where the modest galley facilities are hidden under seats, panels and who knows where. Both seats flip forward to reveal sink, burners, a few measly square feet of surface until that mighty dropleaf table reminds of yet another use for that 4'x2'6" surface.

Copilot/navigator would sit facing forward to port, while to starboard the helm itself adjusts back and forth to allow either standing or sitting. Both positions have drop windows to their sides, perhaps 300° of vision plus mirrors, with the door right there to step forward and out to put on the brakes by dropping her anchor(s) from within the safety of her 3' deep bow cockpit.

As Champlain was designed to, her longer sister has everything ready to hand as well, just with a bit more elbow room, that inviting afterdeck (model trains?), extra stowage below that, all costing and inviting more weight, which required her gaining an additional 9" of overall hull draft over her skeg to 20" and 26" over the outboard's lower unit. This thus allows significant tonnage to be added to the original shorter hull. For best water flow of that hull extension without altering her original hull, extending her stern did produce the visual side effect of her leaning aft at degree or two, not at all unheard of in either sail or power craft, just not that common.

And, due to her extra length, she gained about another 0.5kts additional speed from 6.3kts to about 6.8kts. Together with that much larger fuel capacity (160gal vs 52 gal) some will insist on trying for at least a full 1000nm of range.

Next issue we'll look some more at her propulsion options and thus her stern geometries.



ATLANTIC COASTAL KAYAKER

2014 Our 23rd Season Begins in March

Would you like to
read more, lots more,
about sea kayaking?

**SUBSCRIBE
NOW!**

*Atlantic Coastal
Kayaker* will bring
you 36 pages monthly
all about sea kayaking,
8 times a year
(March through
December)

**All this
for only \$24
(8 issues)**

Like to see the next
issue? Just ask.

Subscription Order Form

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Send check for \$24 payable to:

Atlantic Coastal Kayaker
P.O. Box 520,
Ipswich, MA 01938
(978) 356-6112
(Phone & Fax)
ackayak@comcast.net

THE Apprenticeshop est.1972

A-Shop INTENSIVE Grad at Home Shop

By Margaret Macleod
Executive Director

After spending more than three months as a student in The Apprenticeshop's INTENSIVE boat building course last spring, Dutchman Henk Roelvink sold his A-Shop built 12' Atkin Nina sailing dinghy to a local Waldoboro man and set off on a tour of the northeastern United States with his wife, Angela. But when their visa ran out they had to return home to the northern Netherlands city of Enkhuizen, a seaside community on IJsselmeer Lake.

Roelvink is a retiree and loves boats, boat building, sailing and all things maritime. I was fortunate enough to catch up with him recently and got the grand tour of Enkhuizen, including The Zuiderzee Museum, a wonderful history museum peppered with centuries of Dutch maritime heritage. We ate raw herring and onion sandwiches, drove on the 32km dam Afsluitdijk and paid a visit to the campus of the Enkhuizen Maritime School where Angela serves as librarian.



Roelvink's home shop is on the ground floor of this narrow row house (middle with flower planters) in the heart of the city.

But the highlight of the trip was visiting the small boat building shop into which Roelvink has converted his basement. After returning from his summer travels, he got right back into the shop to keep his hands busy. Shown is his latest project, another 12-footer, but this time by designer Fran-

cois Vivier. It's a Morbic 12, not too far from the Atkin Nina, but it's plywood instead of pine. Check out their website FMI. It was too expensive and too complicated to ship his Nina back to the Netherlands, but Roelvink wasn't ready to let go of owning a sailing dinghy he'd built himself. "I love making boats and sailing them," he said. "I will always have a build going!"



Roelvink with Morbic 12 under construction.



The builder in his shop's requisite "thinking chair."

Interestingly, Roelvink also introduced me to his good friend and local boat building teacher Bert van Barr who specializes in teaching nine day courses in wooden boat building. With any luck, The Apprenticeshop might be able to lure van Barr to produce such a course here next summer, July through August perhaps? Please let me know straight away if you are interested at marga-retn@apprenticeshop.org.

Ospreys are protected birds and very messy eaters. My friends with sailboats are not happy to find this bird perching on the top of their masts while enjoying lunch (and dropping pieces on the boat below). A number of deterrents have been tried in our area. The one that seems most effective is a ball hanging just below the top of the mast on a trimaran across the canal from our place. We kidded the owner that it looked like he was trying to use a helium balloon to decrease the draft of his vessel, as we have a relatively shallow channel. He responded to the effect that he had read about using the ball and found it was worked.

We have two aluminum sailboat masts in storage, one is a tapered Tornado mast and the other is a straight "D" mast that came off a trimaran. The straight mast is about 35' long. My wife wants to offer it to one of neighbors whose boat seems to be a favorite resting site for the ospreys. With a small platform on top, maybe they would move over and stop using his boat's mast for an eating/resting site.

I was reading the other day about the use of a steaming cone when motor sailing and the use of an anchor ball display on a vessel at anchor during the day. Since once I leave the channel at Shell Point, I go from Inland Rules to COLREGS (applies to International Waters), I went looking for the relevant regulations. The steaming cone regulation is in Rule 25 while the anchor ball is in Rule 30.

Rule 25(e) of the COLREGS and Inland Navigation Rules refer to the steaming cone: COLREGS: "A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards." Inland Navigation Rules: "A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards. A vessel of less than 12m in length is not required to exhibit this shape, but may do so."

The anchor ball is an interesting requirement. Rule 30(a)(i): "A vessel at anchor shall exhibit where it can best be seen in the fore part, an all round white light or one ball." (The light is for night and the ball is for day use.) Once I had found the appropriate regulations, the question of size of the shape became of interest. After some searching, I sent a request for information to the Coast Guard. I received a reply that the size requirements for the steaming cone and anchor ball



could be found in Annex I to the Inland Navigation Rules. 33 CFR 84.11 (Annex I to the Inland Navigation Rules):

84.11 Shapes. (a) Shapes shall be black and of the following sizes: (1) A ball shall have a diameter of not less than 0.6m; (2) A cone shall have a base diameter of not less than 0.6m and a height equal to its diameter; COLREG is identical.

If you navigate on both international and inland waters, to be in compliance with both the COLREGS and Inland Navigation Rules, you need to be aware of two different sets of rules and the size requirement in the Appendix. I sent a thank you note to the individual who responded and suggested that it all be put together for use by the average reader. In the meantime, if you have any questions about the federal regulations concerning safe boat operation, the Coast Guard has an online and downloadable access to the navigation rules (both inland and international waters) at: <http://www.navcen.uscg.gov/>

If your boat has a fiberglass hull, you have missed out on the "whiskey plank" and the celebration involved. The whiskey plank is the last plank that closes up a hull (on a wooden boat, of course). This last piece of wood is splashed with whiskey as a way to celebrate the completion of the hull. Perhaps the remaining whiskey in the bottle is then drunk by those involved? Let's see. We splashed whiskey on the last plank and then broke champagne on the bow when the boat was launched. The sailors might be sober, but the boat could be a little inebriated by all this.

Wires overhead are not one of those things most of us are concerned about unless we are rigging and launching a sailboat from a public launch ramp or are sailing in a river, bay or the like with wires stretched from one bank to the other. Back when the Hobie 14 and 16 were the small boats of choice for a lot of people, there was a major concern about aluminum masts and overhead power wires.

I was at a multi hull regatta in St Petersburg, Florida, one year when a rigged Tornado catamaran was being towed from the parking lot where it had been rigged to a launch area and the forestay and mast connected with a power line. The results were not pretty.

If you rig and launch a sailboat, do you look for power lines above your path? Do you know the clearance height needed to get the rig under such wires? Our Tornado, on the trailer, required almost 40' of clearance with the mast up. That is a lot of vertical space and most standard power lines are between 15' and 20' off the ground. The distance between the water and a power line is noted on most charts where such is a concern. Quoting the US Coast Pilot:

"Bridges and cables: Vertical clearances of bridges and overhead cables are in feet above mean high water unless otherwise stated." But, there is an additional consideration when dealing with high voltage cables. It is called the "spark gap" effect. That is, you may get a "jump" from the line to your boat's mast if the distance is less than desirable. The general rule of thumb for most cases is 35'. Thus, you may need to know the voltage of the lines your boat is passing under (either on the water or on the trailer).

Power Line Clearance Distances/ Voltages Distances from Power Lines

< 50kV	10'
200 kV	15'
350 kV	20'
500 kV	25'
650 kV	30'
800 kV	35'

According to an article in BBC Focus (December 2013, p48), Einstein's Special Relativity idea has an impact on our GPS signals. The GPS satellite in orbit has a timing mechanism that is impacted by the satellite's distance from earth. These clocks run just a bit faster in orbit. If the clocks were not corrected by the ground station's signal, the accuracy would drift about two miles a day.

The Catboat Association's Fall 2013 Bulletin (#162) has a very interesting item on pages 47-48 by Mark Lovewell about using PVC pipe, stainless fasteners, appropriate cleats and cloth to make a sliding fender holder to fit over the cockpit coaming. The idea would also work with lifelines or metal pulpits using an appropriate diameter PVC pipe.

...the World's Finest Oars and Paddles, since 1858.

Handcrafted in Maine, used all over the world.

- Oars and Paddles
- Wooden Masts and Spars
- Bronze Rowing Hardware
- Adirondack Guide Boat Oars and Hardware
- Boat Hooks
- Handmade Brown Ash Pack Baskets and Creels
- Wooden Flagpoles

www.shawandtenney.com

PO Box 213, Orono, Maine 04473 – 800-240-4867

It's about time

Join Us

Kayaksailor.com

Kuvia IIc PO Box 1470 Hood River, OR 97031 Ph 541.716.6262



Custom Small Boats



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.



Mast Hoops

Mast Hoop Fasteners - Sail Hanks - Parrel Beads - Wood Cleats - Wood Shell Blocks - Deadeyes - Bullseyes - Custom Bronze Hardware

Pert Lowell Co., Inc.
Lanes End, Newbury, MA 01950
(978) 462-7409

Builders & Restorers

C. Stickney Boatbuilders Ltd.

15 Wiley's Corner Rd. St. George, ME 04860
207-372-8543

Custom Wooden Boat Building & Restoration



10/6" Yacht Tender Elegant

E-mail woodboats@msn.com

Blog

<http://blackguillemot.wordpress.com/>

Hansen & Company Builders of Practical & Impractical Boats

Gloucester Gull Dories & Other Small Boats
www.hansenandcompany.blogspot.com
Dennis Hansen 207-594-8073
P.O. Box 122 dgehansen@myfairpoint.net
Spruce Head, ME 04859



Cape Cod's
Sailing Headquarters
& Wooden Boat Center
Established 1951

Proud Builders of Arey's Pond Catboats



14' Cat - 16' Lynx Cabin
16' Lynx Open - 16' Launch
18' Daysailer
20' Cruising Cat
21' Launch

Traditional Elegance

All boats built to the highest standards.
Hulls are wood or fiberglass with
teak or mahogany trim.
Solid bronze hardware,
Sitka spruce spars.

Brokerage Boat Sales
APBY Sailing School
Mooring Rentals and Storage

Box 222, S. Orleans, MA 02662
(508) 255-0994
www.areyspondboatyard.com

Quality Restoration and Repair

Total Refit: 1898 Crosby Catboat.



Southport Island Marine
207-633-6009

www.southportislandmarine.com



Wooden Boats Built to Order

Row, Power, or Sail - Phil Bolger Designs
Bare Hulls, Complete Boats
Lumber Yard Skiff Plans,
Shoal Draft Our Specialty
Check Out My Website

www.oldwharf.com

Or Give Me a Call at (508) 349 2383

Walter Baron, Boatbuilder

170 Old Chequessett Neck Rd, Wellfleet, MA 02667

Quality Restoration and Repair



Southport Island Marine
207-633-6009

www.southportislandmarine.com

Anest Yachts Inc

Custom Classic & Traditional Boats
Huntington, Long Island, NY
(516) 457-5083
www.AnestYachts.com



Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007
Cooperstown, NY 13326

Woodenboat Restoration & Rigging

(607) 547-2658

It's Not Just Art, It's a Craft!

Unique Wood-Strip Performance, Sea Kayaks

Kits, Plans & Finished Boats

Send \$3 for a catalog to:
Nick Schade
Guillemot Kayaks
54 South Rd.
Groton, CT 06340-4624
ph: 860-659-8847

http://www.KayakPlans.com/m

Plans & Kits



Designs by Platt Monfort

STUDY PLANS BOOK \$4.95

INSTRUCTIONAL VIDEO \$19.95
NOW ON DVD ALSO

Monfort Associates
50 Haskell Rd. MA, Westport, ME 04578
(207) 882-5504



<gaboats.com>

SEAWORTHY SMALL SHIPS

WOODEN POND MODEL KITS



MODELS THAT REALLY SAIL
Rubber Band & Sail Powered Kits

Pre-Shaped & Drilled Parts
Brass, Copper & Stainless Hardware
Great Fun in Pool, Pond, or Sea • Order Yours Today

Order #800-533-9030 (U.S.) VISA/MC accepted
Other Kits & Plans Available, catalog \$1.00

SEAWORTHY SMALL SHIPS
Dept. M, PO Box 2863
Prince Frederick, MD 20678, USA

Visit our Home Page at
<http://www.seaworthysmallships.com>

SK **READERS CHOICE** **Sea Kayaker** MAGAZINE

PYGMY BOATS INC.

VOTED BEST WOODEN KAYAK

2011 Readers Choice Award Winner

Call for a **FREE** Catalog: 360-774-6397 | www.pygmyboats.com

WESTON FARMER BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES
7034-D Hwy. 291, Tum Tum, WA 99034

THE SIMMONS

Sea Skiff

Classics of the North Carolina coast
18-, 20- & 22-foot plans available

- ~ Outstandingly seaworthy vessels
- ~ 30 mps with low power
- ~ Light & simple; plywood lapstrake construction
- ~ Detailed plans & directions; no lofting

cape fear museum
Cape Fear Museum
Wilmington, NC
910.798.4371
capefearmuseum.com

Robb White & Sons Sport Boat

Handy, pretty, proven 16'x43" strip planked skiff will plane two adults with 4hp. Full size mold patterns, complete instructions. \$75 Photos & specs at www.robbwhite.com.

Robb White & Sons
P.O. Box 561, Thomasville, GA 31799



Jordan Wood Boats
P.O. Box 194, South Beach, OR 97366
541-867-3141
www.jordanwoodboats.com

Distinctive Boat Designs
Meticulously Developed and Drawn
For the Amateur Builder

CRADLE BOAT
BABY TENDER

BEACH CRUISER
FOOTLOOSE



Built by the designer's 10 yr old daughter, Grace's Tender is a great introduction to boatbuilding, sailing and generally messing about in boats. 8 ft long, weighs 55 lb. Plans, a 2 hour DVD, kits available.

ARCH DAVIS DESIGN
37 Doak Rd, Belfast, ME 04915.
207-930-9873.
www.archdavisdesigns.com

BUFFLEHEAD

15.5'x33" plans
for experienced builders

HUGH HORTON SMALL BOATS

SOLID COMFORT BOATS

8471 SW CR 347

Cedar Key, FL 32625

huhorton@gmail.com



21st century cruising sailing canoe for savvy sailors
Photo by Bill Ling



ATKIN

Atkin illustrated catalog. Containing more than 300 Atkin designs and new text. Famed Atkin double-enders, traditional offshore and coastal cruising yachts, rowing/sailing dinghies, utilities and houseboats. \$15.00 U.S. and Canada (post paid) and \$22.00 U.S. overseas airmail. Payment: U.S. dollars payable through a U.S. bank.

ATKIN BOAT PLANS

P.O. Box 3005M, Noroton, CT 06820

apatkin@aol.com

www.atkinboatplans.com



SWIFTY 12

A light-weight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price, including sail, \$1500. Catalog of 13 kit designs handcrafted in Vermont, \$5. Demonstration video, \$20, DVD.



SHELL BOATS

561 Polly Hubbard Rd., St. Albans, VT 05478

(802) 524-9645

www.shellboats



PIRAGUA

14' x 33" x 70 POUNDS

\$15 PLANS - \$1 INFO ON 16 BOATS

JIM MICHALAK

118 E. RANDALL, LEBANON, IL 62254

DUCKWORKS BOAT BUILDERS SUPPLY



- plans
- hardware
- custom sails
- epoxy/supplies
- sailmaking supplies
- tools and MORE

low prices, fast service

www.duckworksbbbs.com

H.H. PAYSON AND COMPANY



Plans • Patterns • Articles • Books
Instant Boat Series • Downeast Dorries • Model Building

Visit our website @ www.instantboats.com
Call, write or email for information or help with your project.

H.H. Payson & Company

PO Box 122

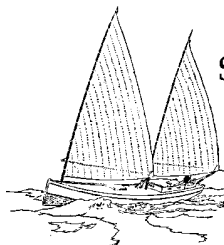
Spruce Head, ME 04859

Going forward in the spirit and tradition of Dynamite Payson.
Just Do It!

Dennis Hansen Boatbuilder

207-594-7587

Supplies



Small Craft
Sails
by
Sew Tec

Any Sail, Traditional to High Tech,
to 100 sq. ft.

Re-cuts, Repairs & Custom Canvas Work
23 years in business

sewtec@hughes.net - 850-773-7929

Atlantic White Cedar

Custom cut to your specifications from our own logs which we bring up from Florida. Lengths up to 24'.

Cypress and other species available upon request.

Woodcraft Productions Ltd.

P.O. Box 17307

Smithfield, RI 02917-0704

Tel (401) 232-2372 • Fax (401) 232-1029

GAMBELL & HUNTER SAILMAKERS



16 Limerock St., Camden, ME 04843

(207) 236-3561

www.gambellandhunter.net

MERTON'S FIBERGLASS AND MARINE SUPPLY

- Complete hand lay-up fiberglass supplies for light & heavy fiberglass or wood boat repair & construction
- Polyester, Epoxy, Vinylester Marine Grade Resins
- Marine Topside Enamels & Antifouling Bottom Paint
- Silicon Bronze & Stainless Steel Fasteners

Quality Brand Name Products

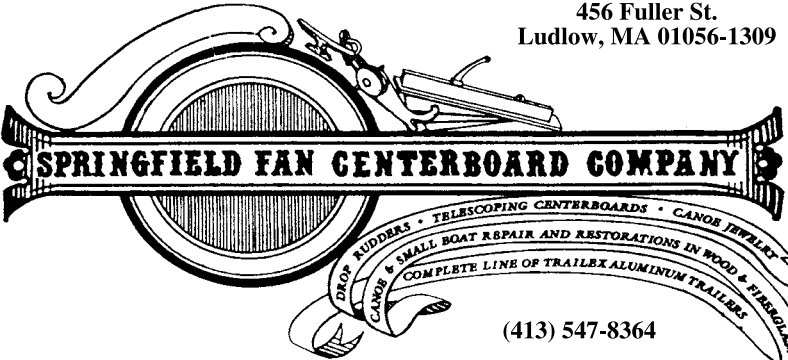
Competitive Pricing
All items in stock for immediate shipment

Online catalog
www.mertons.com
call 800-333-0314
P.O. Box 399
East Longmeadow,
MA 01028

*Supplying Quality Products
To Boat Owners,
Hull Finishers & Boatyards
for over 20 years.*

800-333-0314

456 Fuller St.
Ludlow, MA 01056-1309



SPRINGFIELD FAN CENTERBOARD COMPANY

(413) 547-8364

TELESCOPING CENTERBOARDS • CANOE JEWELRY
DROP RUDDERS • CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS



Ash, cherry, or oak cleats,
hand-rubbed finish,
several styles available at
WoodMarineCleats.com
or call 906-644-7610
for custom work

Wood Canoe Hardware



CANOE HARDWARE

1/2", 11/16", 7/8" Canoe Tacks; 3/8" Oval Brass Stem Bands; Clenching Irons; 3/16" Bronze Carriage Bolts; Canoe Plans; Clear White Cedar. Price List Available.

NORTHWOODS CANOE SHOP
Ph: (888) 564-1020
Fax: (207) 564-3667
Web: www.woodencanoes.com

MAINE COAST LUMBER, INC.

17 White Birch Lane
York, ME 03909
(207) 363-7426
(800) 899-1664
Fax (207) 363-8650
M-F 7am-5pm



4 Warren Ave.
Westbrook, ME 04902
(207) 856-6015
(877) 408-4751
Fax (207) 856-6971
M-F 7:30am-4:30pm
Saturday 8am-12pm

**HARDWOOD LUMBER • SOFTWOOD LUMBER •
HARDWOOD PLYWOODS • MELAMINE • MDF •
MARINE PLYWOODS • MDO • PARTICLE BOARD •
SLATWALL • LAMINATE • EDGE BANDING • VENEER •
HARDWOOD MOLDINGS • CUSTOM MILLING**

We Deliver
ME, NH, VT, MA, RI

www.maineastlumber.com
email: info@maineastlumber.com



We ship UPS

Small-Craft & Cruising Sails

Bermudan, gaff, gunter, lug, sprit, etc.
for skiffs or schooners

Aerodynamic designs in
cream, tanbark, white

Photos, quotes at
www.dabblersails.com

e-mail - dab@crosslink.net
ph/fax 804-580-8723
or write us at PO Box 234
Wicomico Church, VA 22579



Stuart K. Hopkins, sole prop



RAKA EPOXY & FIBERGLASS

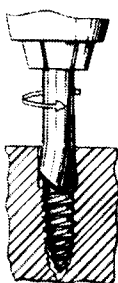
We have several types of epoxy resins with different mix ratios for coating, gluing, and composite construction. Our large fiberglass inventory includes many weights of standard woven materials as well as a good selection of biaxials and triaxials. Carbon and kevlar fabrics are also available. We offer the lowest prices and same day UPS shipping. Our normal store hours are from 9am to 5pm Monday to Friday. Write or call us or see our internet site for complete info and prices.

RAKA Marine

3490 Oleander Ave., Ft. Pierce, FL 34982-6571
Ph. (772) 489-4070 — Fax (772) 461-2070
www.raka.com

UNSCREW-UMS™ broken-screw extractors

Remove damaged fastenings. Minimal damage to wood. Hollow tool uses stub as guide. Sizes to remove screws from No. 2 to No. 24, lags, nails, and drifts.



T&L TOOLS

24 Vinegar Hill Rd., Gales Ferry, CT 06335
Phone: 860-464-9485 • Fax: 860-464-9709
unscrew-ums@tltools.com
www.tltools.com

Quality Cedar Strips MAS Epoxy Supplies • Tools



CANOE, KAYAK & ROWING BOAT KITS
**the NEWFOUND
WOODWORKS inc.**
603-744-6872
www.newfound.com

ATLANTIC WHITE CEDAR

Boat grade rough sawn flitches in stock.
Most are 16' long 4/4 to 8/4 thick.
New supply ready to ship.
Call or write for info.

J.D. ENGLAND CO.

1780 Remlik Dr., Urbanna, VA 23175
(804) 758-2721

Drawing and Notecards of Your Boat

A pencil drawing of your boat, suitable for framing, and 50 notecards with the drawing. Makes a great gift! ~\$150

Scott Baldwin
Box 884 Killingworth
Connecticut 06419



See web page: www.baldwinstudio.us

Are You Moving?

You may have told the
Post Office
but you didn't tell us.
To assure missing no issues,
please notify us six weeks
in advance of your moving
(including seasonal moves).

Mail Notification to:

Messing About in Boats

29 Burley St,
Wenham, MA 01984-1943
Telephone (978) 774-0906
7-10am or
5-9pm (no machine)
Email maib.office@gmail.com

CLASSIFIED ADVERTISING INFORMATION

Classified ads are FREE TO SUBSCRIBERS for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at 25¢ per word per issue. To assure accuracy, please type or print your ad copy clearly.

Mail to Boats, 29 Burley St, Wenham, MA 01984, or e-mail to maib.office@gmail.com. No telephone ads please.

BOATS FOR SALE

O'Day 23 Sloop, roller furling, keel/cb. Sitting headroom, galley space, fwd private cabin w/room for head. Sleeps 5. On new trlr w/surge brakes. 9.9 Evinrude HD O/B (35hp), extra long shaft hi-thrust prop. Former LI boat now in central ME. Sailed ME coast 1 summer. Vy sound, rugged '70s model. Photos online. \$3,000.
DOC CASS, Wellington, ME, (207) 683-2435, dc.cass@gmail.com (3)

'82 23' O'Day Sailboat, 6hp Tohatsu 4 cycle '07, Genoa '04, main '05, completely equipped, bimini, roller furling, Florida boat, no trlr. \$1,950. OBO. Located Bokelia, Florida. Call Paul Waggoner, Bokelia, FL, (239) 283-4580. (2)

GEAR FOR SALE

11 Fiberglass Molds, 8 assorted guideboat lengths & styles, 2 different canoes & 1 Old Town row-boat.
LITTLE BEAVER GUIDEBOAT WORKS, Darlington, PA, wdckhnr@gmail.com (3)

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

Famous Quotation & Illustration from The Wind in the Willows

Join us in expressing Ratty's sentiment to the world. Tee Shirts, Long Sleeve Tees, Sweatshirts, and Tote Bags. Order on-line or by mail. Visit www.messingabout.com for more info or to print an order form.

THE DESIGN WORKS, 9101 Eton Rd, Silver Spring, MD 20901 (301) 589-9391 (voice mail only)

BOOKS & PLANS FOR SALE

IMAGINE THE PRIDE YOU'LL FEEL on the water in a boat built with your own two hands. Send \$9.95 for Book of Boat Designs describing 300 boats you can build.

GLEN-L, 9152 Rosecrans Ave, Bellflower, CA 90706. 888-700-5007, www.Glen-L.com/MA (on-line catalog). (TFP)

GEAR WANTED

Post '72 Sunfish Rudder/Tiller Cheek Casting, I'm willing to purchase the entire assembly, rudder, tiller and cheek if reasonably priced.
BOB GROESCHNER, New Milford, CT (860)-354-8048, capseaweed@hotmail.com (2)

Messing About in Boats Subscription Order Form

Name _____

Mail Address _____

City _____ State _____ Zip _____

messing
about in
BOATS



Mail Orders

12 Months — \$32 (Payable by Check)

To: Messing About in Boats

29 Burley St, Wenham, MA 01984-1943

3 Months Trial Subscription — \$8

Mail Order Only

Internet Orders

12 Months — \$36 (Payable by Credit Card)

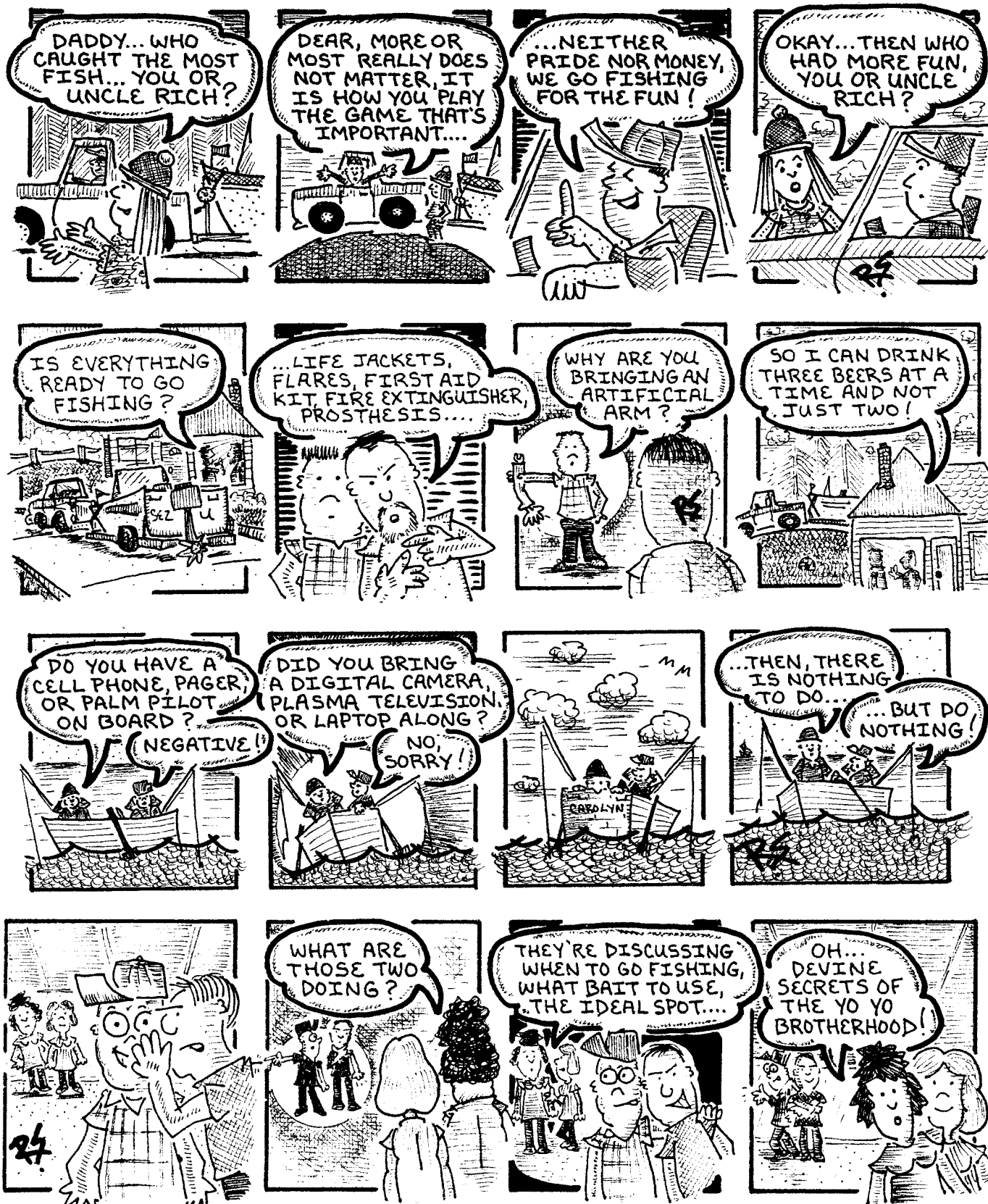
To: www.duckworksbbbs.com/media/maib

No Telephone Orders Accepted

Shiver Me Timbers

By: Robert L. Summers

Gone Fishin'...



messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

POSTMASTER: CHANGE SERVICE REQUESTED

PRSRT STD
US POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148

214

ADIRONDACK GUIDE-BOAT

INTRODUCING OUR NEW SOLO VERMONT PACK BOAT

WHAT'S OLD?

Same hull-shape
Same sea-worthiness
Same stability
Same beauty

WHAT'S NEW?

Price (\$2400 v. \$3200)
Weight (34 lbs v. 48 lbs)

HOW'D WE DO THAT?

Well, we removed the 2nd and 3rd seats; we went to an almost all Kevlar hull; we compressed the hell out of the layup; removed the floorboards, but left the footbrace. Folks kept asking for a lighter, less-expensive boat..... here it is. Order early, order often, we think this is going to be a hot seller.



If you would like a hi-res copy of the above photo, Tom Peters on a gorgeous autumn day, in his Vermont Packboat, shoot us an e-mail.



UPCOMING SHOWS

Feb 6-9 Mid-Atlantic Boat Show, Charlotte, NC
Mar 7-9 Canoecopia, Madison, WI
Mar 14-16 Maine Boat Builder's, Portland, ME

www.adirondack-guide-boat.com
guideboat@together.net

(802) 425-3926
6821 Rt 7, N Ferrisburgh VT 05473